

22nd February 1939

**THE**  
**LEGISLATIVE ASSEMBLY DEBATES**  
**(Official Report)**

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**Volume II, 1939**

*(16th February to 13th March, 1939)*

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**NINTH SESSION**  
**OF THE**  
**FIFTH LEGISLATIVE ASSEMBLY,**  
**1939**



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1939

9—10

# Legislative Assembly.

*President :*

THE HONOURABLE SIR ABDUR RAHIM, K.C.S.I.

*Deputy President :*

MR. AKHIL CHANDRA DATTA, M.L.A.

*Panel of Chairmen :*

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MR. A. AIKMAN, C.I.E., M.L.A.

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*Assistants of the Secretary :*

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KHAN SAHIB S. G. HASNAIN, B.A. (*From 10th April, 1939*).

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CAPTAIN HAJI SARDAR NUR AHMAD KHAN, M.C., I.O.M., I.A.

*Committee on Petitions :*

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MR. M. S. ANEY, M.L.A.

SYED GHULAM BHIK NAIRANG, M.L.A.

MR. N. M. JOSHI, M.L.A.

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# LEGISLATIVE ASSEMBLY.

*Wednesday, 22nd February, 1939.*

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The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

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## STARRED QUESTIONS AND ANSWERS.

### (a) ORAL ANSWERS.

#### RELATIONS OF THE CENTRAL AND PROVINCIAL GOVERNMENTS WITH THE IMPERIAL BANK.

†600. \*Mr. C. N. Muthuranga Mudaliar: Will the Honourable the Finance Member please state:

- (a) the present relationship between the Government of India and the Provincial Governments on the one hand and in the Imperial Bank on the other; and
- (b) for what purposes the Bank still continues to perform agency functions?

**The Honourable Sir James Grigg:** (a) and (b). Attention is invited to sections 21 and 45 of the Reserve Bank of India Act, 1934, and the agreements provided therein.

#### REPORT REGARDING FINANCIAL POSITION OF COORG.

†601. \*Mr. C. N. Muthuranga Mudaliar: Will the Honourable the Home Member please state:

- (a) whether they have completed their consideration of the report of Mr. P. K. Wattal regarding the retrenchment in the Administration of Coorg and the future financial position of that area and, if so, what conclusions they have reached; and
- (b) whether they propose to consider the desirability of undertaking similar examination in respect of the administration and finances of all the Chief Commissioners' Provinces?

**The Honourable Mr. R. M. Maxwell:** (a) No. The matter is still under consideration.

(b) Coorg differs from the other Chief Commissioners' Provinces in having its own budget. As the revenue and expenditure of the other Chief Commissioners' Provinces are included in the budget of the Government of India such an examination is not necessary.

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†Answer to this question laid on the table, the questioner being absent.

## CENTRAL INTELLIGENCE OFFICERS IN THE PROVINCES.

†602. \*Mr. C. N. Muthuranga Mudaliar: Will the Honourable the Home Member please state:

- (a) who are the Central Intelligence Officers in the Provinces;
- (b) what are their duties and functions; and
- (c) what are their relations with the Provincial Governments?

**The Honourable Mr. R. M. Maxwell:** (a) They are officers of the Central Government.

(b) Their duties and functions are to collect information on matters which concern more than one province and are of all-India importance and to act as liaison officers between Intelligence organisations.

(c) In the field of inter-provincial liaison they collaborate with the Provincial Intelligence organisations and their services are available to the ministers entrusted with the portfolio of law and order as and when such services may be asked for.

## CENTRAL INSTITUTIONS AND BOARDS CHARGED WITH THE ADMINISTRATION OF CERTAIN SUBJECTS UNDER THE GOVERNMENT OF INDIA ACT.

†603. \*Mr. C. N. Muthuranga Mudaliar: Will the Honourable the Home Member please state:

- (a) the number and names of Central Institutes and Institutions and Boards under the Government of India which are charged with the duty of administering and transacting business in any way connected with subjects which are under the Government of India Act, 1935, declared to be 'Provincial';
- (b) in whom the control in respect of appointments in these bodies vests; and
- (c) whether the Government of India propose to consider the desirability of making arrangements in respect of all these bodies similar to those which now exist in respect of the Imperial Council of Agricultural Research?

**The Honourable Mr. R. M. Maxwell:** The question should have been addressed to the Secretary of the Department of Education, Health and Lands.

## TRAINING OF INDIANS FOR POSTS IN THE AIR SERVICE OF INDIA.

†604. \*Mr. C. N. Muthuranga Mudaliar: Will the Defence Secretary state the policy of the Government of India regarding the training of Indians for important posts in the air service of India, such as pilots, ground engineers, inspectors and others?

**Mr. C. M. G. Ogilvie:** If the Honourable Member's question concerns civil aviation in India, he should address it to the Honourable the Communications Member. If, however, the Honourable Member is referring

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†Answer to this question laid on the table, the questioner being absent.

to the Indian Air Force, there are no appointments of ground engineers and inspectors in it. Indians are recruited for combatant service in the Indian Air Force, both for training as pilots, equipment officers and in the various trades essential to aircraft maintenance, to the extent necessary to meet the requirements of the present authorised establishment of that Force, details of which are in the Actual Strength Return of the Army and Royal Air Force in India, a copy of which is in the Library of the House

DESPATCH OF INDIAN ARMY TO INDIAN STATES.

**605. \*Mr. T. S. Avinashilingam Chettiar:** Will the Defence Secretary state:

- (a) on how many occasions detachments of the Indian Army have been despatched to Indian States in the last three months;
- (b) to which States they were sent; and
- (c) how many of them are still stationed there?

**Mr. C. M. G. Ogilvie:** (a) On six occasions.

(b) Ranpur.

Dhenkanal.

Talcher.

Nandgaon.

Chhuikhadan.

(c) There are still detachments in all five States.

**Mr. T. S. Avinashilingam Chettiar:** May I know how the cost of these troops is met now?

**Mr. C. M. G. Ogilvie:** I am unable to give any information on that point. The only information which the Defence Department has on this subject is where the troops are.

**Mr. K. Santhanam:** May I know what is the strength of the detachments sent to each of these places?

**Mr. C. M. G. Ogilvie:** Yes, the full force is one battalion *plus* one Company and 100 dismounted men of a Cavalry regiment, and they are distributed amongst these five States.

**Mr. S. Satyamurti:** May I know if His Excellency the Commander-in-Chief gets orders for the despatch of these troops from the Crown Representative or from the States direct?

**Mr. C. M. G. Ogilvie:** What happens is that, the political authorities require the local Army Commander to supply troops, and that information of this is at once sent up both to the Army Headquarters and to the Crown Representative's Department.

**Mr. S. Satyamurti:** May I know, Sir, who issues the final orders with regard to the despatch of these troops: whether the local authorities decide it finally or the Crown Representative?

**Mr. C. M. G. Ogilvie:** I cannot possibly say that.

**Prof. N. G. Ranga:** Were these troops despatched to these States at the request of the princes concerned?

**Mr. C. M. G. Ogilvie:** I should think so, but, I cannot say for certain, but I should say the princes concerned certainly required them.

**Prof. N. G. Ranga:** Was there any protest made by the Provincial Government of Orissa in this matter?

**Mr. C. M. G. Ogilvie:** Not that I know of; they may have done so.

**Mr. S. Satyamurti:** What is the authority for deciding the sending or non-sending of these troops, whether it is His Excellency the Commander-in-Chief or the Crown Representative or the local authorities themselves?

**Mr. C. M. G. Ogilvie:** That type of question is one, I submit, for the Honourable the Leader of the House to reply to.

**Mr. T. S. Avinashilingam Chettiar:** May I know, Sir, whether the question of meeting the expenditure of these troops is now under discussion between the States and the Army Department, or whether the Defence Department themselves are going to meet it?

**Mr. C. M. G. Ogilvie:** That, again, is a question which the Honourable Member should address to the Honourable the Leader of the House.

#### FOREIGN EXPERTS IMPORTED IN THE OFFICES UNDER THE FINANCE DEPARTMENT.

**606. \*Mr. Sham Lal:** (a) Will the Honourable the Finance Member be pleased to state when the contracts of the four experts, Messrs. E. B. Lewis, C. W. Ayers, S. P. Chambers and A. Rowlands, mentioned by him in reply to Mr. Satyamurti's question No. 132 of the 10th August last expire?

(b) What pay was each of these experts drawing in England, and what jobs they were holding when they were imported?

(c) Is it a fact that they have been given three or four times their pay?

(d) Have not Government got any suitable officers in the Salt, Income-tax and Military Accounts Department to replace Messrs. Lewis, Chambers and Rowland, respectively?

(e) Have Government trained any officers in Mining in the School of Mines, Dhanbad, and, if so, at what cost? Why do not Government use them?

(f) In view of the present financial stringency, do Government propose to consider the question of terminating the contracts of the four experts as soon as possible by giving them notice under the terms of their contracts?

(g) Are Government prepared to give a guarantee that in no case will their contracts be renewed, and no more non-Indian experts be imposed without first consulting the Assembly?

(h) Are Government considering any schemes put forward by any of the four experts? If so, what are the proposed costs?

**The Honourable Sir James Grigg:** (a) to (h). I have nothing to add to the information contained in the reply referred to by the Honourable Member except to say that Mr. Ayers is no longer employed under the Government of India and that in the case of the other three officers I am satisfied that they have qualifications superior to those of any persons available in India and that the contracts made with them were good business from the Indian point of view.

**Mr. S. Satyamurti:** With reference to the answer to part (g) of the question, I do not think it was covered by the previous answer. May I know whether the Government of India are considering this question of not importing any more non-Indian experts without first consulting the Assembly?

**The Honourable Sir James Grigg:** That, Sir, is a general question which I cannot answer.

**Mr. S. Satyamurti:** They have imported three experts without consulting the Assembly. The question I am raising is whether Government are prepared to give a guarantee that no more non-Indians will be imported,—I am asking whether Government are considering that question.

**The Honourable Sir James Grigg:** As far as I am concerned, I could not possibly give any guarantee, especially as, so far I am concerned, the giving or not giving of a guarantee is an academic question.

**Mr. S. Satyamurti:** With reference to the answer to part (h) of the question, may I know what is the specific answer? My friend gave some indication of the major schemes put forward by these experts, but apart from Mr. Chambers whom I know, may I know whether Government can give some indication of the schemes put forward by these experts?

**The Honourable Sir James Grigg:** No, Sir, their job is to do the work which is normally done, and not to prepare any special schemes; they have been carrying on their normal functions. The Honourable Member knows that Mr. Chambers was actually engaged for a greater part in the shaping of the Income-tax Bill, and as I think the Honourable Member himself in my absence acknowledged,—I admit I do not quite remember his words,—the Honourable Member himself made amends for the misapprehension on which he induced the House to pass a vote of censure on me for importing Mr. Chambers.

**Mr. S. Satyamurti:** The Honourable Member takes advantage of an admission generously made by me . . . .

**The Honourable Sir James Grigg:** Certainly.

**Mr. S. Satyamurti:** May I know, Sir, what is the special work which Messrs. Ayres, Lewis, Chambers and Rowlands are doing now as experts?

**The Honourable Sir James Grigg:** I have already explained to the Honourable Member that Mr. Ayres is no longer here. He came out on for the Income-tax Inquiry Committee, and he was here for that purpose. Mr. Rowlands is carrying on the normal functions as Financial Adviser, Military Finance.

**Mr. T. S. Avinashilingam Chettiar:** May I know for how long will Mr. Rowlands continue in office?

**The Honourable Sir James Grigg:** I cannot possibly say anything about that.

**Mr. K. Santhanam:** With reference to the answer to part (d) of the question, may I know, Sir, if these officers have been instructed to train their subordinates to take up their places in course of time?

**The Honourable Sir James Grigg:** That I can answer quite definitely in the affirmative.

#### MANUFACTURE OF AEROPLANES IN INDIA.

**607. \*Mr. S. Satyamurti** (on behalf of Mr. Manu Subedar): (a) Will the Defence Secretary please state whether the attention of Government has been drawn to the article in the *Statesman* of 4th February, 1939, entitled "Aircraft construction in India"?

(b) Have Government considered the desirability of the manufacture of aeroplanes in India?

(c) Have Government examined by themselves, or in consultation with manufacturing firms either in India or in the United Kingdom or in Canada, the possibility and the feasibility of such manufacture in India?

(d) Is it possible for Government to give information to this House as to the factor which has proved a deterrent in launching or encouraging a scheme of such manufacture, and to indicate whether it is on the ground of lack of capital, lack of raw material, and lack of technical skill or demand, that the project is not pushed forward?

(e) Are Government aware that an enterprise for the manufacture of aluminium and duralumin from Indian bauxite has already been launched?

(f) Has any report on this subject been prepared by the Principal Supply Officers' Committee?

**Mr. C. M. G. Ogilvie:** (a) Yes.

(b), (c) and (d). I refer the Honourable Member to the replies given by the Honourable Member for Communications to starred questions No. 1119, dated the 31st March, 1938, No. 269, dated the 17th August, 1938, No. 838, dated the 8th September, 1938, and No. 1563, dated the 29th November, 1938, and to reply given by me to starred question No. 111, dated the 10th August, 1938, and to the supplementary questions arising therefrom.

(e) Government are aware that an enterprise for the manufacture of aluminium from Indian bauxite has been launched but no information is as yet available as to the progress made by the promoters or the range of manufactures to be undertaken.

(f) The Principal Supply Officers' Committee (India) is engaged in investigating, amongst other subjects, the possibility of the production of aluminium in India. The exact stage of progress in the investigation cannot, however, in common with all the detailed activities of this Committee, be disclosed.

**Mr. S. Satyamurti:** Sir, in view of the very uncertain international situation, and in view of the fact that war clouds are gathering all round, may I know if my Honourable friend or his department is considering any schemes for the manufacture of aeroplanes in India?

**Mr. C. M. G. Ogilvie:** That, I think, hardly arises out of the question, in parts (b), (c) and (d), but I have referred the Honourable Member to a large number of replies from which he will see that at present any such scheme will be highly chimerical.

**Mr. S. Satyamurti:** May I take it, Sir, that the word "chimerical" means only from the point of view of finance, but apart from that, do the Government feel there are any insuperable difficulties for the manufacture of aeroplanes in India?

**Mr. C. M. G. Ogilvie:** On a general question of that kind, I think, the Honourable Member should address the Honourable the Commerce Member, but it must be sufficiently obvious to my friend that where even a motor engine cannot yet be manufactured in India, a highly specialised thing like an aeroplane is beyond the bounds of present possibility.

**Mr. S. Satyamurti:** Are Government satisfied with the position regarding the defence requirements of India and they don't require at least an exploration of this question, with a view to seeing if aeroplanes can be manufactured in India when the necessity arises?

**Mr. C. M. G. Ogilvie:** I would refer the Honourable Member to the very full answers which are at his disposal on this subject. All I can say is to assure him that were an aeroplane factory to be established in India, the Defence Department would be rejoiced.

#### REPLACEMENT OF MILITARY AEROPLANES, ETC.

**608. \*Mr. S. Satyamurti** (on behalf of Mr. Manu Subedar): (a) Will the Defence Secretary please state whether the replacement of about fifty bomber military planes of the old type with a like reserve offered by the United Kingdom to India has taken place? If not, when is this expected?

(b) What is the rate of deterioration and replacement in military planes?

(c) Have Government considered what quantity would be adequate for the protection of India in the event of a major war?

(d) Have Government surveyed the position in order to find out which parts of aeroplanes could be made in India?

(e) Have Government considered the desirability of setting up work in special ordnance factories for the manufacture of those parts which cannot be secured from existing state of private enterprise in the country?

(f) Will Government make a brief statement of their policy in regard to this important matter in view of the impending war danger in Europe?

**Mr. C. M. G. Ogilvie:** (a) If the Honourable Member is referring to the Honourable the Finance Member's statement in the Legislative Assembly on the 13th September, 1938, which, incidentally, mentioned no definite number or category of aeroplanes, the reply to the first part is in the negative. As regards the second part no definite date can at present be given.

(b) The rate of deterioration cannot be stated with any degree of accuracy as it depends on a number of factors. The rate of replacement is governed by the frequency with which new types are introduced and old types drop out from production thereby making the retention of the latter uneconomical. It is also influenced by the necessity of competing with the increased speed, range and general improvements in aircraft equipment on modern types. As a rough estimate it can be said that replacement becomes necessary about every four—eight years.

(c) Yes.

(d), (e) and (f). I refer the Honourable Member to the replies I have just given to parts (b), (c) and (d) of the preceding question and add that in view of the large variety of special materials which are required and the small demand for aircraft in India, it would be neither practicable nor economical to establish special Ordnance Factories for their manufacture.

**Mr. K. Santhanam:** With reference to the answer to part (b) of the question, may I know what is the percentage of depreciation allowed on these machines in the defence accounts?

**Mr. C. M. G. Ogilvie:** I must require notice of that.

**Mr. S. Satyamurti:** With reference to the answer to part (a) of the question may I know—my Honourable friend corrected the figure and said that no particular figure was given—may I know if my Honourable friend can give some indication to the House of the number of military planes which will be offered by the United Kingdom to India and when they expect to receive the same?

**Mr. C. M. G. Ogilvie:** I am afraid that at present I can give no indication.

**Mr. S. Satyamurti:** With reference to the answer to part (b) of the question, may I know, taking the present strength of the military planes in India, what is the number required to substitute deteriorated planes by up to date ones and also to replace those that have become out of date?

**Mr. C. M. G. Ogilvie:** I am afraid I cannot quite follow the question.

**Mr. S. Satyamurti:** The Honourable Member gave an elaborate answer to part (b) of the question, with regard to the principles on which deterioration and replacement take place. I want to know, taking the number of military planes now operating in India under the Defence Department, what is the number required under either category year after year.

**Mr. C. M. G. Ogilvie:** The number, which we would like to replace if we could, is that what my Honourable friend means?

**Mr. S. Satyamurti:** Yes, from the point of view of deterioration and replacement.

**Mr. C. M. G. Ogilvie:** We should like to replace a good many of them, but the exact number I cannot state.

**Mr. K. Santhanam:** May I know whether the Defence Department is maintaining a depreciation fund for this purpose, for the renewal and replacement of these machines?

**Mr. C. M. G. Ogilvie:** I should require notice of that question.

**Mr. S. Satyamurti:** With reference to parts (e) and (f) of the question, I do not remember my Honourable friend having given any answer to that. If I failed to hear him, I apologise, but I want to know whether Government have considered the desirability of setting up special factories to secure at least parts which cannot be got from private enterprise.

**Mr. C. M. G. Ogilvie:** I believe that the Honourable Member's correction is justified in that I did unintentionally omit my answer to that part of the question. The answer is this:

"I refer the Honourable Member to the replies I have just given to parts (b), (c) and (d) of the preceding question and add that in view of the large variety of special materials which are required and the small demand for aircraft in India, it would be neither practicable nor economical to establish special Ordnance Factories for their manufacture."

**Mr. S. Satyamurti:** Then may I take it that the present policy of the Government is to depend on non-Indian sources for the supply both of military planes and also of parts thereof?

**Mr. C. M. G. Ogilvie:** The policy is unfortunately absolutely unavoidable. Unless we are to bankrupt the country in an attempt to produce at enormous prices the small quantity of these things which we actually require out here merely for the satisfaction of making them locally, we must continue to buy them from places where they are produced in economical quantities.

**Mr. S. Satyamurti:** Are Government satisfied that at times of war their supply will be guaranteed, whatever the nature of the war may be?

**Mr. C. M. G. Ogilvie:** That is a kind of question which I cannot possibly answer.

#### INTRODUCTION OF PROHIBITION IN THE CENTRALLY ADMINISTERED AREAS.

609. **\*Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Finance Member state whether Government have in contemplation the introduction of prohibition in the centrally administered areas or the Commissioners' Provinces?

**The Honourable Sir James Grigg:** No, Sir.

**Mr. T. S. Avinashilingam Chettiar:** May I know whether Government have considered the fact that many Provincial Governments have taken to prohibition?

**The Honourable Sir James Grigg:** That is sufficiently obvious.

**Mr. T. S. Avinashilingam Chettiar:** If that is the case, may I know . . .

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair cannot allow any discussion.

**Mr. S. Satyamurti:** May I know the reason why the Government refuse—I simply want to know the reason, my Honourable friend gave a laconic answer No—will my Honourable friend be good enough to tell the House what are the reasons why prohibition is not likely to be introduced by the Government of India in these areas? Is it the case that the people of these areas are more addicted to drink than those in the provinces?

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member also is introducing a discussion.

**Mr. S. Satyamurti:** I want to know the reasons . . .

**Mr. President** (The Honourable Sir Abdur Rahim): That means discussing a question of policy.

**Mr. K. Santhanam:** May I know whether Government have decided that they will not consider the desirability of introducing prohibition at least in those areas which are surrounded by prohibition areas?

**The Honourable Sir James Grigg:** My answer covers that too.

#### JUDGMENT OF THE FEDERAL COURT IN THE CENTRAL PROVINCES SALES TAX ON PETROL CASE.

**610. \*Mr. S. Satyamurti:** Will the Honourable the Finance Member be pleased to state:

- (a) whether the Government of India have come to a decision as to accepting the advice of the Federal Court in respect of the Central Provinces sales tax on petrol;
- (b) whether they intend appealing against the judgment to the Privy Council; and
- (c) whether they propose to take the judgment as the law of the land and leave it to the Provincial Governments to levy such sales taxes; if not, why not?

**The Honourable Sir James Grigg:** I would refer the Honourable Member to the reply given by me on the 9th instant to Sardar Mangal Singh's starred question No. 246.

**Mr. S. Satyamurti:** Since that answer was given, may I know whether my Honourable friend has examined the budgets of the various provinces which are levying sales taxes on many articles? And I want to

know whether the Government of India are watching this thing or have decided to appeal against the advice of the Federal Court to the Privy Council. I am asking this because it is a matter of great importance to the finances of the provinces and of the centre.

**The Honourable Sir James Grigg:** I realise that that is a matter of great importance both to the provinces and the centre and that is why I am unable to make any statement at this stage. I may assure the Honourable Member, however, that the matter is one which is engaging our active consideration.

**Mr. S. Satyamurti:** May I know whether Government will make up their minds in time for the Provincial Governments to get their budgets passed by the Provincial Legislatures and to start the new financial year without the sword of Damocles hanging over their heads?

**The Honourable Sir James Grigg:** We know that this is a very important question.

**Prof. N. G. Ranga:** Are they aware of the fact that the Madras Government propose to impose this duty?

**The Honourable Sir James Grigg:** Yes, and many other Governments are imposing sales taxes.

**Mr. S. Satyamurti:** Have the Provincial Governments addressed the Government of India in regard to this matter, that is to say, with regard to their attitude towards the Federal Court's advice?

**The Honourable Sir James Grigg:** Not to the best of my knowledge, and even if they had, it would be confidential.

#### BRITISH AND INDIAN TROOPS SERVING IN BURMA.

**611. \*Mr. S. Satyamurti:** Will the Defence Secretary be pleased to state:

- (a) the number of troops, Indian and British, serving in Burma today;
- (b) the class of forces, infantry, cavalry and artillery;
- (c) the conditions under which those troops have been lent to the Government of Burma;
- (d) the payments made by the Government of Burma in respect thereof; and
- (e) the period for which such troops have been lent to Burma?

**Mr. C. M. G. Ogilvie:** (a) and (b). Government have no precise information of the total number of troops serving in Burma today but certain units of the army in India, *i.e.*, one mountain battery one field company, Sappers and Miners, one Animal Transport Company, Royal Indian Army Service Corps, and a few personnel of the Indian Army Veterinary Corps have been lent to the Government of Burma, while in addition certain personnel of Services and Departments of the Army in India have been seconded for duty with the Army in Burma. They total approximately 900.

(c) and (d). Troops have been lent on the condition that the Government of Burma bear all direct and indirect expenditure in respect of the units and personnel I have just mentioned.

(e) As regards units, no definite period can be stated. As regards seconded personnel, I refer the Honourable Member to India Army Order No. 1252 of 1938.

**Mr. S. Satyamurti:** May I know, with reference to the answer to part (e) of the question, whether these troops have been lent for an indefinite period, and if so, why?

**Mr. C. M. G. Ogilvie:** It is impossible to say whether they have been lent for an indefinite period. It would be more correct to say that no period has been laid down. The idea is that, if all goes well, Burma will be able, some time in the reasonably near future, to replace them with her own troops.

**Mr. S. Satyamurti:** Have Government received any information from the Government of Burma, since the lending of these troops, that they are taking any steps to release these troops from Burma and develop their own defence forces?

**Mr. C. M. G. Ogilvie:** I shall require notice of that.

**Mr. S. Satyamurti:** With regard to the personnel which has been lent or seconded, may I know what is the extent of the personnel and what is the purpose for which it has been lent?

**Mr. C. M. G. Ogilvie:** The personnel consists largely of officers and technicians, whom the Government of Burma have not yet had time to train. The numbers are about 100.

**Mr. S. Satyamurti:** May I know whether all the charges, direct or indirect, such as pension charges and so on, are being paid by the Government of Burma?

**Mr. C. M. G. Ogilvie:** Yes.

**Dr. Sir Ziauddin Ahmad:** Will the Defence Department in co-operation with the Education Department put a little screw on the Government of Burma and see that Indians in Burma are treated properly?

**Mr. C. M. G. Ogilvie:** I do not know whether that arises directly from this question.

**Prof. N. G. Ranga:** Are these troops lent as a result of any treaties existing between the Government of India and Burma?

**Mr. C. M. G. Ogilvie:** Treaty is not the word. I would say 'mutual agreement'. We were asked to lend them.

**Prof. N. G. Ranga:** When was this mutual agreement arrived at?

**Mr. C. M. G. Ogilvie:** Some time ago. I cannot remember the exact date.

## DEFENCE OF BIG CITIES AGAINST AIR ATTACKS.

**612. \*Mr. S. Satyamurti:** Will the Honourable the Home Member be pleased to state :

- (a) the arrangements made or proposed to be made for the defence of the big cities of India, especially on the east coast, against air attacks;
- (b) whether any attempts have been made or are being made to protect the civil population against such attacks; and
- (c) if so, what those attempts are?

**The Honourable Mr. R. M. Maxwell:** (a) I would refer the Honourable Member to the replies which I gave on the 9th February to Sardar Mangal Singh's starred question No. 242 and to the supplementary questions arising therefrom. In so far as active defence is concerned it would not be advisable to make a public statement in the House giving details of the proposed arrangements. The Honourable Member may, however, rest assured that the matter has received full consideration from the military authorities.

(b) and (c). The arrangements for passive defence measures will, as explained before, be initiated by the Provincial Governments with the advice of their Area Committees, on which the Central Departments concerned including, in an advisory capacity, the Defence Services, will of course be represented. Among the matters which the Area Committees will consider in preparing their local schemes will be a warning system, lighting restrictions, protection against high explosive bombs, fire fighting arrangements and protection against incendiary bombs, anti-gas protection and decontamination, maintenance of vital services, first-aid and medical arrangements, control of the civil population and co-operation with the defence services. The Area Committees may be expected to give full attention to all local circumstances affecting the protection of the civil population within their areas. Provincial Governments have, however, been informed that the volume of air attack to be expected in India is not at present likely to be large and they will no doubt take this appreciation into account in formulating their schemes.

**Mr. S. Satyamurti:** I am obliged to my Honourable friend for the full answer he has given. With reference to the last sentence, may I know whether in telling Provincial Governments not to be alarmed, since the air attacks are not expected to be large, Government have taken into consideration the fact that according to the Defence Secretary's statement the other day Japan has got a large fleet of aeroplanes at Hainan within a striking distance of 500 miles from India?

**The Honourable Mr. R. M. Maxwell:** Naturally that is a circumstance which has supervened since the appreciation which I have mentioned, but at the same time I do not think it would materially influence the general appreciation that attacks in large volume are not to be expected in present circumstances.

**Mr. S. Satyamurti:** With regard to the various arrangements for passive defence, may I know if Government have impressed upon the Provincial Governments the necessity for shelters being constructed against these attacks?

**The Honourable Mr. R. M. Maxwell:** No, Sir. I do not think that any specific recommendation of that kind has been made. If the provinces, after considering the recommendations of the Area Committees, find it essential, they will no doubt go into the matter. They will no doubt take into account all the local circumstances affecting the protection of the civil population.

**Mr. S. Satyamurti:** May I know whether the entire responsibility of financing these schemes will be left to the Provincial Governments, or the Defence Department of the Government of India is having any share?

**The Honourable Mr. R. M. Maxwell:** The expenditure will be apportioned among the Governments concerned, according to the personnel which is to be protected.

**Mr. S. Satyamurti:** So far as the civilian population is concerned, may I know if the provinces have to foot the entire bill?

**The Honourable Mr. R. M. Maxwell:** Yes, Sir, so far as the general protection of the civilian population is concerned.

**Mr. S. Satyamurti:** May I know if any of the cities on the East Coast of India have been provided with anti-aircraft guns or anything of that kind?

**The Honourable Mr. R. M. Maxwell:** That falls under the head of active defence in regard to which I am unable to make any statement.

**Sardar Mangal Singh:** May I know whether the Government contemplate the production of gas masks for the use of the civil population?

**The Honourable Mr. R. M. Maxwell:** The question has not been specifically raised. As a matter of fact, it is not expected that gas attacks will be so important as attacks from high explosives.

#### PERSONNEL AND TERMS OF REFERENCE OF THE SANDHURST COMMITTEE.

**613. \*Mr. S. Satyamurti:** Will the Defence Secretary please state:

- (a) the present personnel of the Sandhurst Committee;
- (b) why the terms of reference include the possibility of the Committee recommending a going back on the existing system;
- (c) when the Committee is likely to meet; and
- (d) the reasons why Government declined to accept the recommendations of the Legislative Assembly for a majority of elected members on the committee?

**Mr. C. M. G. Ogilvie:** (a) to (d). I refer the Honourable Member to the replies I gave on the 14th instant to Seth Govind Das's starred questions Nos. 385 and 386 on the same subject, and the supplementary questions arising therefrom.

**Mr. S. Satyamurti:** May I know when the Committee is likely to meet?

**Mr. C. M. G. Ogilvie:** I cannot give the Honourable Member any exact date, but I should think probably some time in April.

**MACHINERY FOR ESTIMATING RECEIPTS FROM CUSTOMS, ETC.**

**614. \*Mr. S. Satyamurti:** Will the Honourable the Finance Member be pleased to state:

- (a) whether with regard to the ensuing budget or future budgets, any machinery has been evolved or is proposed to be evolved for estimating the receipts especially from customs;
- (b) if so, what that machinery is; and
- (c) if not, why not?

**The Honourable Sir James Grigg:** (a) to (c). The question is one of methods rather than of machinery. The possibility of improving the existing methods of estimating revenue has been and still is under consideration.

**Mr. S. Satyamurti:** May I know whether any actual steps have been taken to improve the methods?

**The Honourable Sir James Grigg:** The possibility of improving the method of estimating revenue is still under consideration and I think it is in an advanced stage of consideration.

**Mr. S. Satyamurti:** May I know whether with regard to the present budget any new method has been adopted with regard to estimating the receipts?

**The Honourable Sir James Grigg:** Unfortunately it was not possible to get it into operation in time for the forthcoming budget.

**Mr. S. Satyamurti:** May I know whether the method will be perfected in time for the next budget?

**The Honourable Sir James Grigg:** I hope so but I cannot obviously give any assurance on that. Even when you have the most perfect methods of estimating revenue, circumstances beyond one's control may upset the estimates.

**REVALUATION OF GOLD STOCK.**

**615. \*Mr. S. Satyamurti** (on behalf of Mr. Manu Subedar): (a) Will the Honourable the Finance Member please state whether the attention of Government has been drawn to the revaluation of the Bank of England's gold stock and the expectation in city circles that the measure will prevent the depreciation of sterling?

(b) At what price is the gold in the Issue Department of the Reserve Bank of India held, and how much below market price is it?

(c) Has there been any proposal for revaluating the stock of this gold or amending section 33 (4) of the Reserve Bank Act before the Reserve Bank of India, or before the Government of India?

(d) Has any decision been reached on this question? If so, could Government state briefly the reasons for such decision?

(e) Is the purchase of gold on account of foreign parties by the Reserve Bank of India done with the sanction of Government of India, and is it in accordance with the powers of the Reserve Bank?

(f) Is the purchase made for an immediate supply of sterling abroad, or is it on a loan operation, and if on a loan operation, what is the margin which the Reserve Bank has kept?

**The Honourable Sir James Grigg:** (a) Government have seen the press reports and the draft of the Currency and Bank Notes Bill, 1939, which seeks *inter alia* to effect a revaluation of the gold held in the Issue Department of the Bank of England.

(b) I would refer the Honourable Member to section 33 (4) of the Reserve Bank of India Act and to the current market quotations for gold which appear regularly in the press.

(c) No.

(d) Does not arise.

(e) The Government of India presume that the operations of the Reserve Bank are within their statutory powers and the question of the sanction of the Government of India does not, therefore, arise.

(f) Government have no information as the arrangements are entirely a matter for the Reserve Bank.

**Mr. S. Satyamurti:** May I know whether Government do not keep in touch with the Reserve Bank and *vice versa*, in view of the vital interests of the Government in such matters as are referred to in clause (f) of the question? May I know whether Government will find out what was the purchase made for?

**The Honourable Sir James Grigg:** No, Sir. Inspired guesses have appeared in the Press and the Honourable Member can guess how true they are likely to be. In point of fact, the Government of India are in close touch with the Reserve Bank on all matters affecting the Government of India. But when the Reserve Bank carries on transactions with private clients, they have nothing to do with that.

**Prof. N. G. Ranga:** What exactly is the position? Is it a loan operation?

**The Honourable Sir James Grigg:** I must adhere to the answer I gave. I cannot say whether it is a loan or a gift operation.

**Prof. N. G. Ranga:** Have not Government tried to ascertain the exact position from the Reserve Bank?

**The Honourable Sir James Grigg:** They have no intention of inquiring from the Reserve Bank as to their transactions with private clients.

**OFFICERS OF THE FINANCE DEPARTMENT TRANSFERRED TO PROVINCES, ETC.**

**616. \*Mr. K. S. Gupta:** Will the Honourable the Finance Member please state the number of officers of his department who were transferred from Province to Province, or to headquarters of the Government of India from the Provinces, during the last six months ending the 31st January, 1939?

**The Honourable Sir James Grigg:** Five.

**DEVELOPMENT AND PROTECTION OF THE SALT INDUSTRY.**

**617. \*Mr. Akhil Chandra Datta:** Will the Honourable the Finance Member please state:

- (a) whether the Salt (Additional Import Duty) Act of 1931 was the result of the policy adopted by the Government;
  - (i) to make India self-supporting in the matter of salt supply;
  - (ii) to develop the salt industry in the national interests of the country; and
  - (iii) to protect the industry from foreign competition by adopting measures for the stabilisation of prices;
- (b) whether the salt industry was making appreciable progress since the adoption of that policy;
- (c) whether that policy has now been abandoned;
- (d) whether imported salt is being sold in Bengal at an uneconomic price for the last two years;
- (e) whether as an effect of the prevailing uneconomic price the industry has been hit very hard;
- (f) whether about 50 per cent. of the mainland works have closed their business;
- (g) whether about 30,000 labourers have been thrown out of employ;
- (h) whether about 75 lakhs of Indian capital is in danger of being lost;
- (i) what steps, if any, Government have taken, or propose to take, to rehabilitate and promote the salt industry;
- (j) what amount has been paid by Government out of the proceeds of the additional salt duty to the Bengal Government from 1931 to 1937;
- (k) on what condition and for what purpose the contribution was made; and
- (l) whether the amount has been spent by the Bengal Government for that purpose, and how the amount has been spent?

**The Honourable Sir James Grigg:** (a) and (c). I would refer the Honourable Member to the reply given to part (a) of Mr. Manu Subedar's question No. 2014 on 9th December, 1938.

(b) Sea-borne deliveries of Indian salt into Bengal showed a tendency to increase in recent years.

(d) Government are unable to say whether the sale prices have been uneconomic or not.

(e) Does not arise.

(f), (g) and (h). The Honourable Member's attention is invited to replies given to parts (b) and (c) of Mr. Lalchand Navalrai's question No. 146 on 6th February, 1939.

(i) Attention is invited to the reply given to part (e) of Mr. Manu Subedar's question to which I have already referred.

(j) Rs. 16,92,000 have been paid in all to the Government of Bengal as their share of the additional import duty collected up to 30th April, 1938.

(k) No conditions were imposed but the views expressed in this House as to the desirability of applying this revenue in certain ways and in particular to the development of salt production in the Provinces, where economically feasible, were communicated to the Provincial Governments.

(l) Nothing beyond nominal amounts was spent by the Government of Bengal on the development of the salt industry in the Province. The rest of the revenue was used to strengthen the general financial position of the Province.

**Mr. Akhil Chandra Datta:** Is the Honourable Member aware that recently the Government of Bengal made an official inquiry into the possibility of a salt industry for Bengal, and that the report of that official body was that Bengal salt has an immediate prospect for successful marketing in Eastern Bengal?

**The Honourable Sir James Grigg:** I am very grateful for the information.

**Mr. Akhil Chandra Datta:** My question is—is the Honourable Member aware of the fact that an official inquiry has been made?

**The Honourable Sir James Grigg:** I am very grateful to the Honourable Member for giving me that information.

**Mr. Akhil Chandra Datta:** My question is—is the Honourable Member aware that an official inquiry has been made?

**The Honourable Sir James Grigg:** I repeat, the Honourable Member is giving me information for which I am very grateful.

**Mr. Akhil Chandra Datta:** I must protest against that mode of answer, which is not an answer at all.

**Mr. Brojendra Narayan Chaudhury:** Is it the considered policy of the Government that it is no part of their duty to inquire whether salt is selling at an uneconomic price?

**The Honourable Sir James Grigg:** You cannot tell whether salt is selling at an uneconomic price without examining the whole accounts of the suppliers of salt, and that I have no *locus standi* to do.

**Prof. N. G. Ranga :** Have Government considered the advisability of making necessary investigations to find out whether the unrestricted imports of salt are affecting adversely the local industry?

**The Honourable Sir James Grigg:** I really am surprised at the Honourable Member, who goes about India talking about the woes of the poor peasant and then complains bitterly when the peasant gets salt at a cheaper price because of the abolition of protection?

**Mr. K. Santhanam:** Sir, are we to understand that the poor man should depend for his salt on foreign imports of salt? Is that the policy of Government?

**The Honourable Sir James Grigg:** The policy of the Government of India is not to make the poor people pay too high a price for their salt.

**Mr. S. Satyamurti:** Have the Government of India decided not to pursue the policy of helping Bengal to manufacture her own salt but of helping Lancashire and Aden to dump their salt on Bengal?

**The Honourable Sir James Grigg:** That, again, begs the question. The Honourable Member must draw his own conclusions from the fact that this House allowed the Salt Import Duty to lapse.

**Mr. S. Satyamurti:** May I ask why the Honourable Member did not pursue the matter with the Deputy President that Bengal officially is now in a position to manufacture salt on economic lines? Why do not the Government of India follow it up and encourage them to manufacture their own salt, and not make this country the dumping ground of other people?

**The Honourable Sir James Grigg:** The Government of Bengal evidently, if the Honourable the Deputy President's information is correct, wish to promote the manufacture of salt in Bengal at the cost of somebody else.

**Prof. N. G. Ranga:** May I know whether it is not a fact that if the salt duty were abolished and an adequate import duty is put on salt imports, salt can be made considerably cheaper for the poor man of this country?

**The Honourable Sir James Grigg:** I have never yet heard that a protective duty makes an article cheaper,—nor has the Honourable Member I think.

**Mr. Akhil Chandra Datta:** Is it a fact that numerous representations have been received by the Government of India from different public bodies in Bengal and from the public of Bengal—such people, for instance, as Sir P. C. Roy, Mr. Sarat Chandra Bose, Mr. Syama Prasad Mookerjee, Mr. Tulsi Chandra Goswami, Mr. Shamsuddin Ahmed, Mr. Santosh Kumar Basu, Mr. N. K. Basu, Mr. Debendra Lall Khan, Mr. Satyananda Bose, Mr. Subhas Chandra Bose, Mr. Jalaluddin Hashemy, Sir Profulla Nath Tagore, Mr. B. C. Chatterjee, Dr. Narendra Nath Law, Mr. Sarat K. Ray-Chaudhury, Mr. J. Chaudhury, Mr. Asimuddin Ahmed, Mr. J. C. Mookerjee, etc., and that such leaders of Bengal have submitted their representation to the Government of India asking them to continue the protection of salt?

**The Honourable Sir James Grigg:** I cannot say, without notice, that I have any recollection of having received a public representation from the gentlemen he named in his list. I certainly said, in reply to his earlier question to which I referred, that I had representations from the manufacturing interests in other parts of India.

**PERSONS UNDER DETENTION IN THE ANDAMANS, ETC.**

**618. \*Mr. S. Satyamurti** (on behalf of Mr. Manu Subedar): (a) Will the Honourable the Home Member please state how many persons there were in the Andamans under detention on the 31st March, 1937, 31st March, 1938 and on the 31st December, 1938?

(b) How many people released from their sentences have been known to have settled in the Andamans?

(c) What is the daily wage of an unskilled workman in the Andamans?

(d) Do Government employ any workmen at all, or do they get all their work done by convicts?

(e) What is the number of warders and other employees of Government in the Andamans, and how does the scale of their wages compare with the scale of wages of similar employees of the Government of India in India?

(f) What is the total population of the Andaman Islands?

(g) Is the extraction of timber in the Andamans done by Government, or is it given out on contract, and if so, to whom, and on what terms?

**The Honourable Mr. R. M. Maxwell:** The information has been called for from the Chief Commissioner, Andaman and Nicobar Islands, and will be laid on the table of the House when it is received.

**GERMAN DOCTORS PRACTISING IN CERTAIN CITIES AND HILL STATIONS IN INDIA.**

**619. \*Mr. S. Satyamurti** (on behalf of Mr. Manu Subedar): (a) Will the Honourable the Home Member please state whether in respect of German doctors practising not only in large ports but in inland cities and hill stations Government have secured any information as to their number?

(b) Have Government considered the desirability of transporting some of them back to their own country, *viz.*, Germany?

**The Honourable Mr. R. M. Maxwell:** (a) No.

(b) No. Nor would such a course generally be practicable. Such of them as are refugees emanating from the dictatorship countries would not be permitted to return to their own country, and are in fact stateless persons.

**Mr. S. Satyamurti:** May I know whether Government have satisfied themselves, apart from humanitarian considerations about German Jews, that the living of people belonging to this country and born in this country will not be adversely affected by the unrestricted immigration of such people into this country?

**The Honourable Mr. R. M. Maxwell:** Government have no information of any very large-scale immigration of German professional men, but if it were such as to affect the living of people in this country, it would primarily be for Provincial Governments to bring it to the notice of the Government of India that some action is required.

**Mr. J. D. Boyle:** Is it not a fact that Provincial Governments have already got those powers and in the case of Bombay have exercised such powers?

**The Honourable Mr. R. M. Maxwell:** I cannot speak for the powers of Provincial Governments but it is a provincial subject, that is a subject falling in the concurrent Legislative List, which means that the executive power is with the Province.

**Dr. Sir Ziauddin Ahmad:** In view of the fact that immigration is also a central subject, may I ask whether India is to be treated as an asylum for all those persons turned out by Germany and Italy?

**The Honourable Mr. R. M. Maxwell:** No, Sir.

#### LOCATION OF THE INCOME-TAX OFFICE IN BENARES.

**620. \*Mr. Sri Prakasa:** Will the Honourable the Finance Member state:

- (a) if it is a fact that the Income-tax Office in Benares is situated about three miles distant from the main city;
- (b) if he is aware that this causes a great deal of inconvenience to the assesseees;
- (c) if the present premises have been taken on long lease; and if so, when the lease expires and what are the conditions of the same; and
- (d) if Government are considering the desirability of having the office somewhere in the city?

**The Honourable Sir James Grigg:** The information is being obtained and will be laid on the table of the House in due course.

#### EXEMPTIONS GIVEN TO CLERKS FOR PROMOTION TO ASSISTANTS' GRADE IN THE CENTRAL SECRETARIAT.

**621. \*Sri K. B. Jinaraja Hegde:** Will the Honourable the Home Member be pleased to state:

- (a) whether it is a fact that clerks who were permanent in the Upper Division before the establishment of Staff Selection Board in 1920 were not required to pass any test examination for retention in that Division;
- (b) whether it is a fact that some clerks in the Second Division who were given a promise of promotion to Upper Division before the establishment of the said Board, were promoted without undergoing the test examination;

- (c) what were the reasons for exempting the above persons from passing the Board examinations, which was compulsory in other cases of promotions and new appointments;
- (d) whether it is a fact that some British soldier clerks who failed in the test examinations were exempted from passing the examinations and were promoted to the Upper Division;
- (e) whether it is a fact that such exemptions were not given to Indian clerks; and
- (f) whether there are any cases of European clerks who failed in the examination but still were promoted to the grade of officers and superintendents, to which recruitment is through the Public Service Commission; if so, in how many cases?

**The Honourable Mr. R. M. Maxwell:** The information is being collected and will be laid on the table in due course.

**STOPPAGE OF THE MIGRATION OF FOREIGNERS INTO INDIA AND RECRUITMENT OF JEWS IN GOVERNMENT SERVICE.**

**622. \*Mr. K. S. Gupta:** Will the Honourable the Home Member state:

- (a) whether the Government of India propose to put a stop to the migration of all foreigners to India in view of the pressing problem of unemployment in India;
- (b) whether Government recruited any Jews into Government service; if so, how many and in which posts; and
- (c) whether Government have employed them in the Department of Criminal Intelligence; if so, how many and on what salaries?

**The Honourable Mr. R. M. Maxwell:** (a) No.

(b) and (c). If the Honourable Member is referring to Jews who are not British subjects, the answer is in the negative. Jews who are British subjects are eligible for employment in the service of the Crown. But information as to the exact number employed is not readily available and could only be ascertained by an elaborate enquiry.

**Mr. Abdul Qaiyum:** May I know if it is very easy for such people to get naturalisation certificates and even employment, which rightly belongs to the people of this country?

**The Honourable Mr. R. M. Maxwell:** It is not very easy for any one to get the naturalisation certificate. He has to fulfil certain requirements.

**Mr. Abdul Qaiyum:** I know of several instances where Russian Jews have been appointed in the Criminal Intelligence Department, while Indians are without jobs. It is very easy for them to get naturalisation certificates owing to your sympathetic attitude.

**Mr. President** (The Honourable Sir Abdur Rahim): If the Honourable Member knows all this, he need not ask for information. Next question.

**AVAILABILITY OF THE NEW INDIAN INCOME-TAX ACT IN A SIMPLE AND INTELLIGIBLE FORM TO THE ASSESSEES.**

†623. \*Mr. Manu Subedar: (a) Will the Honourable the Finance Member please state what steps have been taken, or are under contemplation, in order to make available to income-tax assesseees and the general public the new Income-tax Act in a simple and intelligible form, as suggested by the Leader of the Opposition at the time of the discussion on the Income-tax Bill?

(b) Have Government considered the proposal to appoint a small committee of the House to suggest ways and means for a simplified chart showing the liability of small assesseees too poor to engage the services of experts, and preparing one hundred illustrative cases which would throw light on the complicated provisions of the Act with reference to different kinds of income, such as, rent, interest, salaries and profits?

(c) Have Government examined the proposal to establish a Bureau of Information, or an enquiry office, attached to each Provincial capital, where actual difficulties of assesseees could be solved and some guidance given to them?

(d) Has the proposal mentioned in part (c) been rejected on financial grounds and, if so, have Government considered the possibility of recouping themselves for this cost by a small fee for every enquiry sent?

**The Honourable Sir James Grigg:** I am afraid that any attempt to re-write the Income-tax Act in a form to be accurate and complete and at the same time readily comprehended of the people is foredoomed to failure. The remarks of the Macmillan Committee on this subject will be familiar to the Honourable Member. Any taxpayer who wants information as to his own case *ought to be able to get it* from the Income-tax officer and it is the hope of the Government of India that relations between the taxpayer and the Income-tax administration will so develop that not only will the Income-tax Officer be willing—as indeed is his duty—to give full and accurate information as to the law and practice governing the taxpayer's particular case but that the taxpayer will be willing to ask for it, secure in the knowledge that if he has nothing to hide he has equally nothing to fear.

**EXTERMENT OF PANDIT CHANDRA GUPTA VEDALANKAR FROM DELHI PROVINCE.**

624. \*Mr. Badri Dutt Pande: (a) Will the Honourable the Home Member be pleased to state why an order of expulsion was served by the Delhi Province authorities on Pandit Chandra Gupta Vedalankar under section 3 of the Punjab Criminal Law Amendmert Act directing him to remove himself from Delhi Province within twelve hours and not to return back for a period of one year?

(b) How many other persons have been so expelled from Delhi?

**The Honourable Mr. R. M. Maxwell:** (a) I would invite the Honourable Member's attention to the reply given by me on the 14th February, 1939, to Bhai Parma Nand's starred question No. 394.

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†Answer to this question laid on the table, the questioner having exhausted his quota.

(b) The number of persons externed from Delhi since 1st April, 1937; is thirteen. Of the externment orders issued four are still in force.

**Mr. Badri Dutt Pande:** Were these persons who have been externed accused of preaching violence? Did the Honourable Member himself see the speeches of these persons?

**The Honourable Mr. R. M. Maxwell:** To which persons does the Honourable Member refer?

**Mr. Badri Dutt Pande:** I am referring to the 13 persons who have been externed from Delhi?

**The Honourable Mr. R. M. Maxwell:** Although I have the particulars, I cannot state in detail the cases against these 13 persons in answer to a supplementary question.

**Mr. Badri Dutt Pande:** Is it a fact that Pandit Chandra Gupta Veda-lankar, when he was prosecuted by the Government, was acquitted? If so, why this instrument of expulsion was used against him?

**The Honourable Mr. R. M. Maxwell:** This externment order had nothing to do with the previous case. It was passed directly in consequence of his inflammatory utterances of which I have got copies here,—but I think it will be better in the public interest not to quote them to the House.

#### INDIAN STUDENTS UNDER SURVEILLANCE IN ENGLAND AND OTHER COUNTRIES IN EUROPE.

**625. \*Shrimati K. Radha Bai Subbarayan:** Will the Honourable the Home Member be pleased to state:

- (a) whether the Indian students in England and other countries of Europe are under surveillance of any Government Department;
- (b) whether this is done by His Majesty's Government, or by the Governments of India, and if the former, whether it is done at the instance of the Government of India;
- (c) the amount that the Government of India spend on this service; and
- (d) the object of this surveillance, and whether Government have had any representation from the students or the public about this matter?

**The Honourable Mr. R. M. Maxwell:** (a) No.

(b), (c) and (d). Do not arise.

#### BIFURCATION OF THE DEPARTMENT OF EDUCATION, HEALTH AND LANDS.

**+626. \*Mr. C. N. Muthuranga Mudaliar:** Will the Honourable the Home Member please state:

- (a) whether, as a result of the Wheeler and Maxwell Committees' recommendations, it was decided that the Department of Education, Health and Lands should be bifurcated; and
- (b) the stage at which the question now is?

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+Answer to this question laid on the table, the questioner having exhausted his quota.

**The Honourable Mr. R. M. Maxwell:** (a) and (b). The sub-division of the Education, Health and Lands Department was not one of the recommendations of the Wheeler Committee. The matter has been under consideration but I cannot say when any decision will be taken.

#### RECRUITMENTS TO THE MARINE SERVICE.

**627. \*Mr. Brojendra Narayan Chaudhury:** Will the Defence Secretary please state:

- (a) whether there have been recruitments to the Marine Service this year in various branches, and whether the only place for recruitment is Bombay;
- (b) the numbers taken in different grades, the salary and prospects in different grades;
- (c) the numbers taken in the various grades, Province by Province; and
- (d) whether the appointments are made solely by competitive examination with a medical test of physical fitness?

**Mr. C. M. G. Ogilvie:** It is assumed that by "Marine Service" the Honourable Member refers to the Royal Indian Navy. On this assumption the answers to his question are as follows:

- (a) The answer to the first part is in the affirmative. As regards the second part, recruitment to commissioned ranks of the Royal Indian Navy is made every year through the media of open competitive examinations held in Delhi in March and October and special examination for "Dufferin" cadets held in Bombay in October. Recruitment of ratings is not confined to Bombay or any other particular area, but is made from all over India.
- (b) The following numbers of cadets have been obtained from the examinations held in 1938-39:

##### *Executive—*

March 1938—Open competitive examination . . . . .	2
October 1938—Special examination . . . . .	3

##### *Engineer—*

October 1938—Special examination . . . . .	1
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Two hundred and twenty-two ratings have been recruited since 1st April 1938.

The rates of pay, etc., of commissioned officers are contained in Appendix VIII to the book "How to become an Officer in the Royal Indian Navy", a copy of which is in the Library of the House.

The rates of pay, conditions of service, etc., of rating are contained in the following pamphlets, copies of which are in the Library:

1. Recruiting Pamphlet—Conditions of service.
2. Recruiting Pamphlet for the Communications Branch of the Royal Indian Navy.
3. Recruiting Pamphlet for Artificer Apprentices.

(c) I lay on the table a statement containing the required information.

(d) Appointments to commissioned ranks are made through competitive examinations. Ratings are appointed by selection. Medical tests of physical fitness are required in all cases.

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*Statement.*

The six cadets were obtained from the following provinces :

Punjab . . . . .	3
Madras . . . . .	1
Sind . . . . .	1
Hyderabad (Deccan) . . . . .	1

The 222 ratings recruited since 1st April 1938 were obtained from the following provinces :

Bombay . . . . .	108
Punjab . . . . .	72
Madras . . . . .	16
Central Provinces . . . . .	9
United Provinces . . . . .	9
Bengal . . . . .	4
North-West Frontier Province . . . . .	3
Sind . . . . .	1
Total . . . . .	222

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**Mr. Brojendra Narayan Chaudhury:** May I know why the examination which is held in Bombay is also not held in Calcutta?

**Mr. C. M. G. Ogilvie:** The competitive examinations are held in Delhi. The special examination is held in Bombay because it is only open to cadets from the "Dufferin" and the "Dufferin" is in the Bombay harbour.

**Mr. Badri Dutt Pande:** May I ask how many recruiting centres there are for this Marine Service?

**Mr. C. M. G. Ogilvie:** There are no recruiting centres, but recruiting parties go out from Bombay or Delhi and tour likely neighbourhoods; otherwise, recruits can come to the Navy Office in Bombay.

**Mr. Ram Narayan Singh:** Has this recruiting party ever visited Bihar?

**Mr. C. M. G. Ogilvie:** I cannot say.

**Mr. R. N. Basu:** Are there any recruiting parts in the United Provinces?

**Mr. C. M. G. Ogilvie:** We got some recruits from the United Provinces last year.

UNSTARRED QUESTION AND ANSWER.

STAFF OF THE FEDERAL COURT.

19. **Mr. Sham Lal:** Will the Honourable the Leader of the House please lay on the table a statement of the staff (Gazetted, non-Gazetted, superior and inferior) of the Federal Court showing *inter alia*:

- (a) the rate of pays and the scales;
- (b) communities they belong to, Hindus, Muslims, Anglo-Indians, Europeans, Sikhs, Christians, Parsees, etc., etc.: and
- (c) the percentage of each community?

**The Honourable Sir Nripendra Sircar:** I lay on the table a statement of scales of pay of the staff of the Federal Court.

2. The Chief Justice informs me that the staff of the Court is not recruited on a communal basis, though he always endeavours to do justice to all communities; and he requests that he may not be pressed to furnish information on a footing which assumes the contrary.

*Statement showing the Scales of Pay of the Staff of the Federal Court.*

<i>Designation.</i>	<i>Gazetted.</i>	<i>Pay.</i>
Acting Registrar		Rs. 500. (In addition to pension drawn by present incumbent.) This post will continue to be a temporary one up to 1st March 1940.
	<i>Non-Gazetted.</i>	
Four Assistants		Rs. 140—10—280—E. B. 10—310—15—400. (One Assistant draws a special pay of Rs. 100 as Personal Assistant to the Honourable the Chief Justice, and another draws a charge allowance of Rs. 40 as Assistant in Charge.)
One Cashier		Rs. 100—8—172—E. B.—180—8—300 <i>plus</i> Rs. 30 special pay.
Two Personal Assistants to the two Hon'ble Judges.		Pay in the Stenographer's scale (Rs. 125—5—180—10—300) <i>plus</i> Rs. 50 special pay. (One has been allowed to retain the scale of pay drawn by him before joining the staff of the Federal Court, <i>viz.</i> , Rs. 200—10—350.)
Four Clerks		Rs. 60—2—80—3—125 (E. B. after 95).
	<i>Inferior staff.</i>	
Two Duffries		Rs. 15—1/2—20—1—30.
Three First Class Jamadars		Rs. 25.
Three Daffadars		Rs. 19.
Thirteen peons and one Farash		Scales varying from Rs. 14 to 16.

*N.B.*—The staff of the Court is on a temporary basis until the end of February, 1939, and the above table shows the permanent establishment as from the 1st of March next.

## MOTION FOR ADJOURNMENT.

DETENTION WITHOUT TRIAL OF MESSRS. VAISHAMPAIN, JWALA PRASAD  
AND BHAWANI SAHAI.

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair has received notice of a motion for the adjournment of the business of the House from Mr. Mohan Lal Saksena. He wishes to censure the Government for the continued detention without trial of Messrs. Vaishampain, Jwala Prasad and Bhawani Sahai, resulting in their decision to refuse to take food until their release or trial. Does the Chair understand from the Honourable Member that if a detenu wishes to secure his release in this way, it is a fit subject for a motion of adjournment of the business of this Assembly?

**Mr. Mohan Lal Saksena** (Lucknow Division: Non-Muhammadan Rural): The facts are that these detenues had given notice to the Government about four months ago . . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): In that case, every detenu can obtain his release by hunger strike.

**Mr. Mohan Lal Saksena**: I am not speaking on behalf of every detenu, but these persons have been under detention without trial for periods ranging from four years onwards.

**Mr. President** (The Honourable Sir Abdur Rahim): The only remedy for such cases is to repeal the Act. The Chair disallows the motion.

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### THE RAILWAY BUDGET—LIST OF DEMANDS—*contd.*

#### DEMAND No. 1.—RAILWAY BOARD—*contd.*

**Mr. President** (The Honourable Sir Abdur Rahim): Cut motions which have been given notice of by the Muslim League Party will now be taken up.

#### *Inadequate Representation of Muslims in Railway Services.*

**Maulvi Muhammad Abdul Ghani** (Tirhut Division: Muhammadan): Sir, I move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”—(To discuss inadequate representation of Muslims in Railway Services).

Last year, on this very day and in this very month, I moved a cut motion and tried to lay before the House the pitiable condition of the Mussalmans in the Railway Services. This year, also, it has fallen to my lot to move the same cut. Before I proceed with the matter and prove that the Mussalmans have to suffer all round, I am beset with two difficulties. The first is, that we are not supplied with the railway publication on the pretext that it is a priced publication. If you look at the Railway Administration report, you will find that the price is mentioned as Rs. 5 and I fail to understand why this publication is handed over to the Members. It is not governed by the same rule.

The rule, in my opinion, is that every periodical publication should be supplied to the Members, free of cost. The other thing that I wish to mention is that a new way has been invented by the Railway Board of taking out percentages in services. If you will refer to page 95 of the Railway Administration Report, Volume I, you will find that the total appointments made in the superior service were 47 of which nine went to Muslims and the percentage is said to be 22·5 per cent., but any mathematician of ordinary merit can say that it is not 22·5 per cent. but it is only 19·14 per cent. In this way the Muslims are dodged.

While moving my cut motion last year, I showed to the House that the Muslims would take ninety years to secure their quota of 25 per cent. in higher services and 105 years in subordinate services. Upon this the Honourable the Railway Member, who, to my great pleasure, is going to take charge of the special responsibility of the Governor of Bihar, where Muslim lives have become a source of trouble and burden, got much excited and said that the Government of India never undertook to wave their magic wand and evict the other communities and replace all of them by Muslims. Nobody wanted him to do so. But did he ever take into his head that this is India and that he should cry halt in importing foreigners from his own country? Did he budge an inch on the question of Indianisation? No, Sir. The position of Europeans in railway services is still 51·2 per cent. What is the position of Muslims? None practically. If you will compare the figures for 1925, 1937 and 1938 as laid down in the Railway Administration report, you will find that in the superior services of the State-managed railways the percentage of Muslims, in 1925, was 3·47, in 1937, it was 6·97 and in 1938 it was 7·24 per cent. In company-managed railways, it was in 1925, 1·12 per cent., in 1937, it was 5·01 and in 1938, it was 5·86 per cent. If you add these figures, you get a total percentage in 1925 of 2·44 per cent., in 1937, 6·10 per cent. and in 1938, 6·61 per cent. Thus, you will find that it will take more than eighty years to complete the quota for Muslims in railway services, even on a population basis. Now, Sir, if you will take the case of subordinate railway services, you will find that in State-managed railway services, the representation of Muslim percentage in 1925, was 3·74 per cent., in 1937, it was 6·86 and in 1938, 7·15 per cent. In company-managed railways, in 1925, it was 1·82 per cent., in 1937, 3·16 per cent., and in 1938 it was 3·15 per cent. If you take the total of the two you will find that the Muslim percentage in the services in 1925 was 3·07 per cent., in 1937, it was 5·61 per cent. and in 1938, it was 5·8 per cent. Thus if you will calculate, you will find that instead of 105 years, it will take 120 years to complete the quota for Muslim representation in the subordinate railway services. This is really a pitiable case. The position of Muslims in railway services is going from bad to worse.

Now, Sir, let me discuss the representation of Muslims in various grades of railway services. If you will refer to the railway administration report, on pages 155-64, you will find (1) that in superior services, above Rs. 250, the position of Muslims in 1937-38 is that out of a total 1,769, there were 117 Muslims and that gives a percentage of 6·6.

(2) In subordinate services, up to Rs. 250 or in the grade of Rs. 250, the total number is 7,666 and out of which Muslims are 445 and this gives a percentage of 5·8. If you take the total, which is 9,435, the Muslims get 562 or 5·9 per cent.

[Maulvi Muhammad Abdul Ghani.]

(3) Now, let us take all the services together on Class I Railways. It is 6,52,099 out of which 1,48,470 are Muslims, giving a percentage of 22·7 and not 29·5 as shown in the Railways Administration Report. The fact is that the person who calculates the percentage always excludes the Europeans and he takes only the total number of Indians and of this he calculates the percentage of Muslims and that is why there is so much fluctuation in Muslim percentage. In Class II railways, the total number is 28,543 out of which Muslims are 3,664 or a percentage of 12·8. In Class III railways, the total is 7,393 and the Muslims are 932 with a percentage of 12·7. In the Railway Board and the attached offices, out of a total of 4,143, the Muslims are 728 with a percentage of 17·5. Taking all together, out of a total of 6,92,178, the Muslims are 1,53,794 or a percentage of 22·2 per cent.

Taking the subordinate services on the State railways and company-managed railways, the total comes up to 1,89,307 of which the number of Muslims is 35,577, and the Muslim percentage comes to 18·7.

I want to place before the House one more fact. Government fixed  
12 Noon. a certain proportion in different railways for the representation of Muslims in the services. I place before the House the figures for 1938 in respect of various railways. In the Assam Bengal Railway, the Muslims are 10·1 per cent., in place of 12 per cent., in the Bengal Nagpur Railway, the Muslims are 7·2 per cent. although they were allotted 19 per cent. In the Bengal and North Western Railway, the Muslims are 9·8 per cent. for 19 per cent., as fixed by the Railway Board. In the Bombay, Baroda and Central India Railway, the Muslims are 5·8 per cent. although the percentage fixed for them is 15·76. In the Eastern Bengal Railway, the percentage fixed is 47·39 but the Muslims are only 6 per cent. In the East Indian Railway, the Muslim percentage fixed is 19·7 per cent. but they are actually only 5·6 per cent. In the Great Indian Peninsula Railway the percentage fixed is about 11 per cent., whereas they are actually only 6·5 per cent. In the Madras and Southern Mahratta Railway the Muslims are 0·7 only, whereas the percentage as fixed by Government was 11. On the North Western Railway Muslims are 9·8 per cent. and their percentage was fixed as 64·11. On the Rohilkund and Kumaon Railway the Muslims are 12·5 and their percentage was 15. On the South Indian Railway the Muslims are 3·8 for 7·07 per cent. as fixed by the Railway Board, and in the Railway Board 7·2 per cent. Taking all together the representation of Muslims comes to 6·6 per cent.

Sir, I now turn to direct recruitment in the superior services. In 1936-37, the appointments made in State Railways were 26 of which two went to Muslims. And in 1937-38 the appointments made were 30 of which four went to Muslims. Taking the figures of the company-managed railways the total comes to 57 in 1936-37, of which ten went to Muslims and the percentage comes to 17·5. Five went to Sikhs and their percentage comes to 8·8. In 1937-38, there were altogether 88 direct appointments of which 14 went to Muslims; their percentage comes to 15·9. If you compare the percentage for 1937-38, with that of 1936-37, you will find that it is a decrease from 17·5 per cent. in 1936-37 to 15·9 in 1937-38. This is the position that the Muslims have. Thus, the percentage of Muslims was reduced by 1·6 during the course of one year.

Now, I turn to the last point, i.e., the treatment meted out to the Muslims both at the time of recruitment to the services and at the time of promotion. On account of the absence of Muslims in the Establishment Branch the applications of good and deserving Muslim candidates are destroyed and only those Muslim candidates are invited for interview who are likely to be rejected; or, if a selection is made, they are likely to prove a failure in service. No officer will ever be able to read himself all the applications that are submitted to the officers. He will have to depend upon the notes prepared by the staff and those notes are responsible for the rejection of good candidates in the preliminary selection. At the time of promotion the Muslims are kept back, sometimes on the ground of efficiency and sometimes on the ground of seniority. In the year 1937-38 there were nine promotions in the higher services; none went to Muslims. If a Muslim happens to be the seniormost man he is rejected because of alleged inefficiency and preference is given to a junior non-Muslim. If he is a first class man, but somewhat junior, the promotion goes to a senior non-Muslim, howsoever inefficient he may be. It also happens that the unfavourable remarks in the character roll are not communicated to Muslim employees. They do not get an opportunity of answering the charges against them and these remarks are only produced at the time of promotion and the unfortunate Mussalmans find themselves in the unfortunate position that they are superseded or their promotion is stopped without their knowledge.

The next point is that appeals are generally not properly attended to, but in the case of Muslim employees it is more marked. In the case of Anglo-Indians their appeals are attended to by the officers themselves and in the case of Hindus they are well arranged and supported by notes written by the staff; but the unfortunate Muslims do not get any support either from the officers or from the staff. It is also well-known that all special posts carrying extra allowance and higher pay go to non-Muslims and Muslims are very rarely selected. Even in the ordinary distribution of work in the office the more important duties are given to non-Muslims whereas Muslim members of the staff are relegated to comparatively less important and routine work where they do not get any opportunity either to show their merits or to come to the notice of the officers for promotion to higher ranks. I will take an example from Delhi itself where there are 22 members employed in the Establishment Branch of the Railway Clearing Accounts Office. Out of these 22 there is only one Mussalman and he is employed as a despatcher. The whole trouble lies in the fact that the Government of India always ignore the claims of Muslims to higher jobs and never take any step against persons who can be proved to be guilty of doing injustice to Muslims. The natural result is that the railway officials have come to believe that Mussalmans have no rights or claims and they can be dealt with according to the whims and fancies of the party in power.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has two minutes more to finish his speech.

**Maulvi Muhammad Abdul Ghani**: I will finish, Sir. We are now thoroughly dissatisfied with 5.9 per cent. representation in gazetted and senior subordinate ranks on the State Railways and three or four per cent. on company-managed railways. We demand that the percentage of recruitment should be increased to at least 33. In fact, we are entitled

[Maulvi Muhammad Abdul Ghani.]

to the same percentage as our representation is in this House. The percentage should be observed not only at the time of the first recruitment but also at the time of promotion, from grade to grade unless it can be established beyond doubt that suitable candidates are not available. The percentage of Mussalmans in the Establishment Branch of the Railway Board, the General Managers' offices and the Divisional Superintendents' offices should not be less than 33, and in the case of the North Western Railway not less than 60 per cent. In the interests of efficiency it is desirable that direct recruitment should be made in the upper subordinate services and also in the lower gazetted ranks and a percentage of 33 should also be fixed for Muslims in such recruitment. Selected Mussalmans should be appointed as Divisional Superintendents, heads of departments, Deputy Agents.....

**Maulvi Muhammad Abdul Ghani:** .....And the claims of Muslims to Member's time is up.

**Maulvi Muhammad Abdul Ghani:** .....And the claims of Muslims to these posts should not be rejected on the ground that Muslims of sufficient seniority are not available. And I would point out that no Muslims were appointed to upper posts in spite of the fact that they were junior...

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member must finish now.

**Maulvi Muhammad Abdul Ghani:** Very well, Sir. Sir, I move.

**Mr. President** (The Honourable Sir Abdur Rahim): Cut motion moved:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

**Khan Bahadur Shaikh Fazl-i-Haq Piracha** (North-West Punjab: Muhammadan): Sir, I rise to support the motion as every just Member of the House would do. The inadequacy of Muslim representation in the railway services is an old tale and, I believe, that unless the Government and the Railway Board change their policy this will never end and the Muslims will never get their fair representation for hundreds of years to come. Sir, the complaint of the Mussalmans regarding the paucity of their representation in the railway services has become very chronic. In spite of all that has been said and done on this subject in this House and outside, the proportion of Mussalmans in the Railway Department to the total number of employees today is less than what it was in the year 1930. In spite of the fact that the Honourable Members for Railways have always been giving us assurances—and, I believe, the Honourable Member, now in charge, will do the same thing—I shall be voicing the sentiments of Muslims generally when I say that it would have been much better for us if the Honourable Member and his predecessors had done nothing, and if Muslims had only continued to enjoy the proportion which they had eight or nine years back. If the Honourable the Railway Member would only refer to reports annually published by his department, he

will find that in the year 1930 there were 1,78,911 Muslims out of 7,89,903 employees on the Indian railways, excluding Burma, which gives a percentage of 22·6 per cent. According to the latest report, on the 1st April, 1938, Muslims numbered 1,53,794 out of a total number of 6,92,178, giving a percentage of 22·2 per cent., which means that the Railway Department, for all its pains during the last decade, succeeded in reducing the Muslim proportion by '4 per cent. And this, in spite of the fact that during this period a large number of Europeans must have been replaced by Indians.

The Muslims have always been representing their cause to the Honourable the Railway Members and His Excellency the Viceroy, but with no result. In March, 1938, the Private Secretary to His Excellency the Viceroy gave an account of the favours done to us by the benign Government. He said that the Railway Board was employing six Muslim officers in the Railway Board Office. Since this reply was received by us, two Muslim officers have gone out of the Board and another Deputy Director is about to leave, reducing the strength of Muslim officers from six to three. In the same reply, we were told that there were six Muslim officers appointed in the Railway Board out of the total number of 18 officers, thus, showing a fair proportion as having been given to the Muslims. In counting the total number of officers, however, the number of officers in the attached offices was excluded. For example, there is not a single Muslim officer in the Central Standards Office. Therefore, the percentage of the Muslims in the Railway Board is really much lower than the Private Secretary attempted to make out. The superintendents in the Railway Board office also hold gazetted rank. They too were excluded from the figures given to us by the Private Secretary. No one of them is a Muslim. This is the way how Muslims are treated and their rightful claims and representations are evaded. Before leaving this topic, I would like to remark that the Muslims who have been employed in the Railway Board are very shabbily treated as compared with non-Muslims. It is a matter of common knowledge that when officers are selected for service at headquarters and when they are tried out here, they are almost invariably either promoted to higher posts in the Railway Board itself or they are sent to higher appointments to the railways. In many cases Secretaries of the Railway Board have been sent back in the capacity of Agents or heads of other departments of railways. Mr. DeSouza, a Member of the Railway Board, was not even a permanent District Traffic Superintendent when he came to the Railway Board, and I am glad that he has risen to this high position. Similarly, Mr. P. R. Rau, Mr. Hayman, Sir Austin Hadow and Mr. L. P. Misra, all of them got promotion in the Railway Board. I would like to know of a single example when such a promotion was ever given to a Muslim officer. The Honourable the Railway Member, I am sure, cannot substantiate that all Muslims that ever worked in the Railway Board were inefficient. It is a characteristic feature of the Railway Board that they give temporary chance to a Muslim at a time when they are asked to draft a reply to a memorandum by Muslims, and soon afterwards he is reduced to his old position.

The entire world is moving fast, but the position of the Muslims in the railway services remains stationary. The prejudice of the Railway Board against the employment of Muslims is so great that they would rather sacrifice the efficiency than employ a Muslim.

[Khan Bahadur Shaikh Fazl-i-Haq Piracha.]

The Government of India passed a resolution in 1934 to recruit 25 per cent. of Muslims, but, unfortunately, it remains silent about the promotions to higher grade services. The Railway Board, immediately, stopped direct recruitment in upper subordinate and lower gazetted grades, apparently with the object that Muslims should not get upper subordinate and lower gazetted service posts, as, apparently, their chances by promotion were very limited. If the Railway Board makes enquiries and takes evidence from the competent authorities they will realise that stopping the recruitment in the upper subordinate and lower gazetted services has been the principal cause of inefficiency. All new recruitments are made at a salary of Rs. 30, and it cannot be expected that the intelligent class of people would join the railway services and, thus, the upper subordinate and the lower gazetted services will be filled with the unintelligent class who are recruited at this scale. The repeated accidents in the railway traffic have made railway journey very dangerous, and, after ten years, when the present upper subordinates and lower gazetted officers retire and are replaced by inefficient staff, it will become still more dangerous. I think it is high time now to remedy this evil at the very outset.

The Honourable Sir George Rainy had given a promise in this very House in the year 1930, that he would consider the appointment of at least two deputy agents on two railways. We were informed by the Private Secretary to His Excellency the Viceroy that Khan Bahadur M. D. Shaikh had been appointed as a deputy agent on the North Western Railway. We were beginning to hope that the next turn would be for the East Indian Railway to have a Muslim deputy agent. But we learn that even Khan Bahadur Shaikh, in spite of the pledge and the Private Secretary's reply, was reverted soon afterwards and now the Muslims cannot boast of a single Muslim deputy agent throughout India. During the long period of nine years since the pledge was given, surely the Muslims must have moved up in seniority. If the appointment of two Muslims was considered a possibility in 1930, it should have been an established fact long ago. Sir George Rainy the Honourable Railway Member, and Mr. Hayman who was then the Staff Member of the Railway Board, expressed the view in 1930 that the only way in which something could be done, to improve the condition of Muslims in railway services, was to employ an adequate number of Muslim officers to posts dealing with establishment matters. For a time some railways employed Muslim officers in their personnel branches, but very soon the railway administrations found out that the Government of India and the Railway Board are, after all, not very serious about this affair, and the position today is that there is not a single Muslim officer of administrative rank in any railway. Nay, the railways have not employed a single senior scale or a junior scale Muslim officer of the superior service in the establishment branches. The non-Muslim monopoly of the posts of superintendents and head clerks of establishment sections remains as it was, with the result that Muslims far from getting any justice cannot get even full information of the numerous injustices that are done every day and in every office. The two pamphlets quoted the other day by Mr. Nauman give a glimpse of the treatment the Muslims daily meet with, and I would request the Honourable the Railway Member to kindly go through them and see in what plight the Muslims are. I have got in my possession a pamphlet giving a general survey of the position of Muslims

working on the Howrah Division of the East Indian Railway. There are twelve officers posts in this division, namely, divisional superintendent, senior superintendent way and works, superintendent power, superintendent commercial, superintendent Transportation, Assistant Superintendent staff, assistant superintendent power, office superintendent, head clerk, assistant head clerk, group incharges, clerks in the establishment section, and all of them are non-Muslims. Page 93 of the Railway Board's Report for 1937-38 shows that in that year, 21 officers were appointed to the superior services by direct recruitment and nine by promotion. Out of 30, the number of Muslims is only four. On page 94 again, we have a statement showing 33 officers appointed to the lower gazetted services during this year, and only one out of these 33 was a Muslim, which gives a percentage of three only. At this rate nobody can expect that Muslims will ever secure anything like a fair representation in the State Railway services.

No Muslim has ever been appointed to the posts of Member of the Railway Board, the Financial Commissioner, the Secretary, Railway Board or the Agent of a Railway, although the Government sometimes even went out of their way to appoint non-Muslim Indians to such posts.

As the number of Muslim gazetted officers and senior subordinates is extremely small, it is not possible for the Muslim staff to get a fair deal. Complaints are being received from all parts of the country of injustices heaped on the heads of poor and helpless lower subordinates. I wonder whether the Honourable the Railway Member and Members of the Railway Board read the pamphlets which were issued about the unjust treatment meted out to Muslim subordinates in various departments of the East Indian Railway, the North Western Railway and the Eastern Bengal Railway. If the Honourable the Railway Member and other Members of the Railway Board would care to read them, I shall have the pleasure to present the same to them. But, unfortunately, the complaints are neither heard nor attended to . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has only two minutes more.

**Khan Bahadur Shaikh Fazl-i-Haq Piracha:** This is the deplorable condition of the Muslims at the present time when the Railway Department is directly under the Government of India and is amenable to the criticisms in this House. What will happen tomorrow when the control of the Government and of the Legislature is taken away can better be imagined than described.

**Mr. N. M. Joshi** (Nominated Non-Official): Sir, I would like to say only a few words on this motion. At the outset I would like to make it quite clear that I am in favour of every community in this country getting its due share in the railway services,—by due share I mean share according to population. Not only that, but I would like that the due proportion should be reached by every community at the earliest possible time without much delay . . . .

**Bhai Parma Nand** (West Punjab: Non-Muhammadan): Railways are a commercial concern.

**Mr. N. M. Joshi:** Whatever it may be, I am entirely in favour of every community receiving its due share . . . .

**Dr. Sir Ziauddin Ahmad** (United Provinces Southern Divisions: Muhammadan Rural): If it is a commercial concern, then why Indianisation?

**Mr. N. M. Joshi:** I have already made it clear that the sooner each community reaches its due proportion the better. I would like to go even further and say that within every community the working classes of each community should get its due share also. Having made that quite clear, I would like the Government to explain to the House what the policy of the Railway Board is regarding promotions. Personally, I feel that if the Government of India begin to make promotions on communal considerations, there will be great discontent in the railway service. I have recently heard some complaints from the Great Indian Peninsula Railway workshops,—I think it was in the Bhusawal workshop,—that certain promotions were made on communal considerations, and when those individuals who suffered some loss both monetarily and in their self-respect and dignity, complained to the Agent of the Railway, his reply was that promotions are made on communal lines, according to the policy of the Railway Board. I want the Railway Member to explain to us whether they accept this policy of making promotions on communal considerations. I have explained my own personal view on this question that if promotions are made on communal considerations, there will be great discontent, not only in the Hindu community, not only in the Muslim community, but in every community, because, Sir, the individuals who will be affected, when a junior goes over the head of a senior man, whether senior man is a Hindu, Muslim, Anglo-Indian or European, will have good ground for complaint. Whether a junior Muslim goes over the head of a senior Hindu or a junior Hindu goes over the head of a senior Muslim, there will be discontent, whether the Muslim community as a whole want promotions to be made on communal considerations or not. I do not want injustice to be done to any individual, whatever may be his community. My point is, if these promotions are made on communal lines, there is bound to be discontent in the service. The man who suffers, whether he is a Hindu or a Muslim, on account of a junior being placed over the head of a senior, suffers, not only monetarily but also in self-respect and dignity, and it is also quite likely that he suffers in the estimation of his superior when a junior is placed over the head of a senior. It may not be the fault of the senior man at all; he may be an efficient man, but an impression is created in the department that the man who is superseded is an inefficient man. I would, therefore, like the Railway Board to explain very clearly to us and lay down in this House as to what their policy is regarding promotions. Sir, I sympathise with the complaint made by the Honourable the Mover of this cut motion regarding the disregard shown to appeals. My only suggestion to the Honourable Member is that the sufferers in the matter of appeals are not only the Muslims. It is the system in the Railways by which appeals do not receive proper consideration. The Royal Commission on Indian Labour had made certain suggestions to the Government of India in order that appeals should receive proper consideration, especially in the matter of discharges and dismissals. They had made a suggestion that when a man has to make an appeal or a complaint, he should be personally seen by the

gentleman to whom the appeal lies. Not only that, but the Commission had suggested that when a man interviews a superior officer in an appeal, he should be allowed to be accompanied by a representative of the Trade Union. Sir, the Government of India have not accepted this recommendation of the Royal Commission. I would like, Sir, the Government of India to revise and reconsider their decision and permit a representative of the Trade Union to accompany the man who has to make an appeal personally.

Sir, I do not wish to say anything more on this subject, but I again express my sympathy with the view that every community in this country should be properly represented in the railway services.

**Maulvi Abdur Rasheed Chaudhury** (Assam: Muhammadan): Sir, the Honourable the Mover of the Resolution has adduced facts and figures in support of his motion to prove that Muslim representation in the railway services is much smaller than what it should be. In support of that he has quoted some figures, and I do not think that anybody can refute them. I do not like to give more figures but I would like to take up the question as to why Mussalmans are not being properly treated in the matter of appointments by the Railway Board. If you look at the table at page 96 of the Railway Board's Report for 1937-38, Volume I, you will find that so far as gazetted officers are concerned, on the Eastern Bengal Railway the Mussalmans were seven, Hindus 47, Anglo-Indians 12, Sikhs one, and so on, on the 31st March, 1937. On the 31st March, 1938, the position of Mussalmans remained the same, the position of Hindus becomes a little better, that is, from 47 to 48, the position of the Anglo-Indians also becomes better, from 12 to 14. This clearly shows that the authorities are not giving proper consideration to the claims of Mussalmans. I do not grudge the Anglo-Indian community the share of the services they have got in the railway department. I do not grudge others also, but I must be false to myself and to my community if I do not assert that I feel aggrieved that a proper share of the appointments does not come to my community. The Government of India fixed the proportion of appointments for Mussalmans as 25 per cent. in 1934. If they are really sincere, if they are really honest in working out that proportion, in 1938 they could have certainly given at least one appointment to the Muslims in the gazetted grade. Again, from page 93 you will find that in 1937-38, 30 appointments were made to the superior service, and of these only four went to the Mussalmans. According to the proportion fixed by the Government the Muslims ought to have got seven, if not eight. The reason given by the Government is this:

"The shortage of Muslim recruitment was due to there being no Muslim candidate amongst the six special class apprentices who were originally recruited in 1931. . . . ."

This is the ground on which the Government have always taken their shelter. We are tired of hearing that there are no qualified Mussalmans for the different grades of the railway service. If it is a fact that there are no qualified Mussalmans, whose fault is it? It is not the fault of the Mussalman community. There is sufficient talent among the Mussalmans. It is the fault of the Government. After 175 years of their rule in this country, they cannot find sufficient number of Mussalmans for the purpose of these appointments? I must say that it is not a fact that Mussalmans

[Maulvi Abdur Rasheed Chaudhury.]

are not available. The Government is trying to throw the blame on the Mussalman community by saying that there are no qualified men now. History shows otherwise; history shows that, so far as education is concerned, ever since the beginning of Islam, Mussalmans have been taking great care to educate themselves, whatever be the kind of education and in whatsoever place it may be had. If you read Hunter's History of India, you will find that even in 1857, at the time of the mutiny, the Mussalmans were the most educated and the most prosperous people in the whole of India. So far as the different provinces are concerned, with the exception of Bengal, Muhammadans are keeping up their standard so far as educational qualifications are concerned. It was only in Bengal that there was a setback, and that was due to the change in the court language, unexpectedly, in 1837. Muhammadans were qualified for all the jobs under Government, but overnight they were disqualified. I do not know who was responsible for it. Be that as it may, the point is this. The Muhammadans have since made up their deficiency and now qualified Muhammadans can be found in almost every village, in every town and in every province. The pretext that qualified Muhammadans are not available is a lame excuse and nothing else.

Why is it that the Railway Board has not given the Mussalmans their due share of the appointments? It may be said that Muhammadans are very cheap so far as political alliance with Britain is concerned. There may be some truth in that. I believe it is our feeble voice, our mild tone that is responsible for this state of affairs. The other day, while the question of Indianisation was being discussed, there was an observation that the majority community is responsible for the paucity of Muhammadans in the railway services. I, for one, am not prepared to believe in that. The majority as well as the minority community are both sufferers. The power of making appointments is in the hands of a third party, not of the Muslims nor of the Hindus, but of outsiders. So, we are both aggrieved. If there were no outsiders and if the majority community were really responsible for any shortage of appointments of the Muslims, I can say, we have got that tradition still now, that we can fight out that position and snatch away our due share from them. But the position in the country is quite otherwise. It is the presence of the third party that is responsible for all this. Political consciousness has arisen in the different communities of the country. There is the beating of the pulse in every soul for the betterment of the condition of his community and of the country. Everybody is aspiring to improve his condition. In a word, the whole of India is trying to better its condition and to organise its affair in such a way that no outsiders can have any hand over it. There cannot be any exception in the case of Mussalmans. I may quote from the famous poet Byron about the movement of freedom. He said that freedom's battle once begun is handed down from sire to son until freedom is acquired. The stage has come now and we, the Muhammadans, are bent on having our due share in the administration of the country. We are bent on having our due share of appointments in the railway services and everywhere. Nobody can stop it. Whatever impediment there may be, we are determined to remove it. The time has come for the authorities to think over this and before it is too late to redress the grievances of the different communities so far as the appointments under their control is concerned. I think, Sir, that the

Railway Board is responsible for the paucity of Mussalmans in the railway service and the Government deserve to be condemned. I support the motion.

**Babu Baijnath Bajoria** (Marwari Association; Indian Commerce): Sir, I quite agree with my friend, Mr. Joshi and my friend, Mr. Rasheed Chaudhury, when they say that the Mussalmans and all other communities must get their due share in the administration of the country. There is no quarrel whatsoever about this—that they must get their due share. But what is that due share? That is the question which has got to be considered.

**An Honourable Member:** On a population basis.

**Babu Baijnath Bajoria:** If it is on population basis, I am unable to agree to that. I will presently show you why.

**An Honourable Member:** Education?

**Babu Baijnath Bajoria:** I will come to that. I say, Sir, that population basis is a wrong method of calculation. Take the tillers of the soil, the kisans. They don't count at all in Government or railway service.

**An Honourable Member:** Why?

**Babu Baijnath Bajoria:** Are they competitors? Do they sit for these examinations? No. Sir, I must say that I am not communalist. I am not against my Muhammadan brethren, but I have got to tell the House some hard facts. I emphatically say that education must be the basis on which the appointments must be given. If education is accepted as the basis, then I will prove that the Hindus are the worst sufferers in this respect. I know something about Bengal. I do not claim to know about other provinces. I will confine my remarks to Bengal and Bengal alone. There 25,000 students sat for the Matriculation Examination last year and this year the number has gone up to 40,000. Of this 25,000, I can say that about 20,000 are Hindu students. If you go higher up, if you take I.A., B.A., M.A., and so on . . . . .

**Mr. Muhammad Azhar Ali** (Lucknow and Fyzabad Divisions: Muhammadan Rural): On a point of order. Education is not under discussion now. It is the railway budget that is under discussion.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member is quite in order.

**Babu Baijnath Bajoria:** If education test is taken at a higher stage, if graduates are taken as the standard for Government service, if B.E. is taken as the standard for engineering services and M.B. for the doctors, and so on, then I will claim that the percentage of Hindus should be still larger. You will find that the passes among the Hindus as compared to other communities will be as ten to one or even more.

**Sir Syed Raza Ali** (Cities of the United Provinces: Muhammadan Urban): You have been very unfair to Mussalmans in Bengal.

**Babu Baijnath Bajoria:** If you will have some patience, I will explain to you that we are not unfair, and that, on the other hand, we are too generous to the Muhammadans. There is no college in Bengal which is not open to the Mussalmans.

**An Honourable Member from the Government Benches:** What about the Vidyasagar College?

**Babu Baijnath Bajoria:** That has been founded entirely by the Hindus. But the Islamia College is open only to the Mussalmans. I do not grudge that. I welcome it.

**An Honourable Member:** Bengal is very generous to take in a large number of Marwaris.

**Babu Baijnath Bajoria:** I have not spoken one word about Marwaris. I do not want that Marwaris should get any preference. We claim our share out of the Hindu share. I do not want that there should be separate seats or there should be separate representation in services for the Marwaris. The Muslims say that there is general discontent among Muslims. What I say is this. Passed students who stand very high in examination results are barred and passed over simply because they, unfortunately, belong to a particular community, while their class fellows, very much inferior to them in education and attainments and in the examination results, are preferred simply because they belong to a particular favoured community. That is the reason why there is so much discontent among the student community of the Hindus in Bengal. Nobody can deny that.

**An Honourable Member:** We are talking of railways.

**Babu Baijnath Bajoria:** Yes, Bengali Muhammadans also get their share in the railways. You find in the advertisements issued by the Railway Board and the Railway administrations that applications are invited only from Muslim candidates for such and such a post. I have never seen a single advertisement which invited applications only from Hindus.

**An Honourable Member:** You are over represented.

**Babu Baijnath Bajoria:** I have never seen such advertisements. So, you will see that the Government has at heart the interests of Muslims. The Railway Board are doing everything possible for Mussalmans. We find that in Bengal 60 per cent. posts have been reserved for the Muslims by a resolution of the Bengal Legislative Assembly.

**An Honourable Member:** Your information is wrong.

**Babu Baijnath Bajoria:** You don't know the facts. So, Sir, I say that the Muslims, Anglo-Indians, Sikhs and all communities must get their due share. There is no quarrel about that, but the due share should be calculated on the basis of education, on the number of candidates offering for a certain job, so that if for any job one hundred men apply for the post and there are ten vacancies, then the proportion should be divided by ten to one. That will be the proper basis of calculation and not

that we will go on counting whether they are Hindus or whether they are Mussalmans, what is their respective population in this province or that province.

**Sir Muhammad Yamin Khan** (Agra Division: Muhammadan Rural): What about Anglo-Indians?

**Babu Baijnath Bajoria:** On the same basis, though my friend, Sir Henry Gidney, claims or his community claims that they are born with an engine in their stomach. This assertion, this claim of theirs would not last long. There must be a fair field and no favour and there must be representation on the basis of the education, on the basis of the candidates offering, and the deserving candidates must have the preference. First of all, I would request my friends that they must deserve before they demand. I make these observations not in any spirit of retaliation or any such thing: I am only giving expression to what I have had in my mind as to what should be the real basis, and if the calculation is made in this way, I think my friends will have no cause to grumble.

**Sir Syed Raza Ali:** Sir, if I intervene at a somewhat early stage in this debate, it is because I am very anxious to know as to what the attitude of the Government of India on this question is. Sir, the subject has been under discussion for some time and I was sorry to notice that during most part of the time neither the Honourable the Railway Member nor the Financial Commissioner for Railways was present here. I mention this point specifically because I thought, having regard to the importance of the subject, those who have an active share in wielding the policy of the Government of India would make it their business, at least to hear the grievances of the unfortunate Muslim community. . . .

**An Honourable Member:** The Financial Commissioner, Mr. Staig, has been here all the time?

**Another Honourable Member:** But not in his proper place.

**Sir Syed Raza Ali:** Sir, I would leave the question of the presence of the Financial Commissioner in the House to various Members of the House to decide. Now I have got a few words to say on the subject. Coming to the speech made by the last speaker, I can say this much from personal experience derived from membership of the Public Service Commission extending over a period of a little more than five years that I cannot readily remember an occasion when we failed to find suitable candidates for any service for which the Public Service Commission was called upon to recruit from the Muslim community. It is true that there was, in my time, and that was in 1930-31, a paucity of Muslim candidates so far as the engineering services were concerned. But in respect of no other service were we at a loss to recruit the number of Muslim candidates which we were required to do by the Government of India. That is my observation with reference to the remark made by my Honourable friend the last speaker. Now, I will come to the main subject and will make a few observations on that.

[Sir Syed Raza Ali.]

The proportions in which Muslim recruitment is to be made have been laid down by the Government of India; if I mistake not, the last Resolution on the subject was issued by the Home Department in the year 1934, in fact I find that it is dated the 4th July, 1934. Now, the question of Muslim recruitment resolves itself into two parts;—the first complaint of the Muslim community—and a very legitimate complaint, if I may say so,—was that there was a great inadequacy of Muslim officers in various services, especially, I will mention the railway services with which we are concerned at present. Now, Government came to our help—I am not ashamed of acknowledging that Government came to the help of the Muslim community—first, in the year 1925, and then they tried to extend the scope of that assistance from time to time till we come to the Resolution of 1934. Let me make it quite clear that Muslims are not satisfied with the share that has been earmarked for them in the public services of the Government of India. Be that as it may, the fact remains that very little has been done. Something, of course, has been done, but what has been done by the Government to redeem the pledges that they gave to the Muslim community, from time to time, does not amount to much. The first question is—how can we increase the Muslim recruitment? That is the first question. I would suggest to the Government to take the same steps to bring the Muslim recruitment up to the point which you have laid down in your Resolution as you took in the matter of Indianizing the Imperial services. Take the case of the I.C.S. I take it that today the proportion of Indians and Europeans is fifty fifty. Now, how was the number of Indians brought up to the figure of fifty? By having recourse to increased Indian recruitment.

**An Honourable Member:** That is not done.

**Sir Syed Raza Ali:** I believe I am right that today it is fifty fifty, namely, half and half. Now, the same steps should be taken to secure increased Muslim recruitment as were taken to secure Indian recruitment for the Imperial services,—for instance, the I.C.S. and the Indian Police Service. Where is the difficulty? Instead of Government taking Muslim candidates according to the proportion mentioned in the Resolution, if the Government pledges are ever to be redeemed, it follows that the Government must have recourse to increased recruitment. Unless you do that, it is impossible, on the present basis, for you to secure the requisite number of Muslim representation in the services within a reasonable time. This is the suggestion I would make so far as the question of recruitment is concerned.

Then, there is another question and that is the question of promotion.

**1 P.M.** The question is whether communal representation should also be considered in the matter of promotions. Sir, let me say at once that that is a delicate topic. I realise, having known these things a little, that it will not always be possible to give effect to the proportion laid down for communal representation when you come to promote men who have been working for many years in various branches of the public service. At the same time let me make it clear that I am not one of those who believe that it is impossible to give effect to the principle of communal representation with regard to promotions. Time was when it was taken for granted that not a single Muslim judicial officer in the

Punjab was fit to be promoted as a Judge of the High Court. I believe those who were responsible for this fallacy were interested parties. But the common fallacy was that no Muslim member of the Punjab judicial service was fit to sit on the High Court Bench as a Judge. Sir, I remember that the difficulties were supposed to be so great that recourse was had twice to my own province and we had to export two of the members of the Allahabad Bar from Allahabad to Lahore because it was supposed that no Muslim in the Punjab was fit to sit on the High Court Bench. And what is the position today? Two Muslim Judges are sitting on the High Court Bench, one of whom has been recruited from the Bar and the other has been promoted from the same judicial service which used to be condemned only four or five years ago. My point is this: where there is a will, there is a way. If you are really sincere and you really mean business, you can certainly promote a number of Mussalmans to higher ranks. But it may be—I am quite free to admit—that by adopting that plan you may not be able to get the requisite number of Mussalmans in the higher grades. What is the remedy? Here, again, I would like to make a suggestion for the earnest consideration of the Treasury Benches, especially, so far as the railway services are concerned. I take it that the recruitment for the lowest posts in the Subordinate Railway Service begins at Rs. 30 per mensem. I speak subject to correction, but I believe I am right.

**Lieut.-Colonel Sir Henry Gidney** (Nominated Non-Official): They begin on Rs. 10.

**Sir Syed Raza Ali**: I am not taking the labourers and other inferior servants into consideration. I will assume that the initial pay of the lowest grade in the railway services is Rs. 30.

**Lieut.-Colonel Sir Henry Gidney**: No, no.

**Sir Syed Raza Ali**: I want Honourable Members to follow me. I said I will assume that the lowest grade starts on Rs. 30. I expect my colleagues to display some intelligence. Now, Sir, it may be that if the man who starts on Rs. 30 has to take his chance along with others, he will have to wait for an unduly long period before he is promoted to, say, Rs. 100 grade. That surely is a genuine grievance of the Muslim community. But I also see the difficulty of the Railway Board. Then, what is the remedy? My remedy is this. Start intermediate recruitment in the case of some of the higher grades. For the sake of convenience, I am calling them higher grades but they are not in fact higher grades. What I mean is this. If you have not got a sufficient number of Mussalmans in the grades of Rs. 100, Rs. 120 and Rs. 150, then, instead of waiting for them to come up from the lowest rung of the ladder, recruit a number of Mussalmans in these grades of Rs. 100, Rs. 120 and Rs. 150, which would be intermediate grades. In order to give effect to my suggestion, you will have to recruit for grades above the lowest grade. There will be some difficulties but I am sure they will not be insuperable.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has two minutes more.

**Sir Syed Raza Ali:** One thing more and I have done. I find that the report of the Railway Board makes a mention of the fact, at page 99, that the Railway Board employed an officer on the 17th October, 1935, to see that the proportions laid down for the Muslim community were adhered to and effect was given to the terms of the Resolution. The report goes on to say that this officer functioned in the year 1937-38. I would very much like to know whether that officer is functioning now and who that officer is? In this connection, I would like to make one suggestion. If the Government are really serious about securing the due representation of Muslims, then that officer should preferably be a Mussalman. I am not in a position to expand the theme because time would not permit me to do so. But I will content myself with saying that the officer who is employed to see that the proportions laid down for Mussalmans are adhered to should be a Mussalman. If it is not possible to find a suitable Muslim officer, he can be a non-Muslim but he should certainly be one who does sympathise with the Muslim community in their hopes and aspirations. Sir, I support the motion.

**Lieut.-Colonel Sir Henry Gidney:** Sir, I intervene in this debate mainly with the desire to support the principle underlying this motion, but I wish it had reference to the subordinate services only. I hope, Sir, I shall not fail to display what the last speaker, Sir Raza Ali, demanded, namely, the elements of intelligence. At the same time, I should like to display some knowledge of the facts. When my Honourable friend said that the lowest pay of a Railway subordinate was Rs. 30, he really did not know what he was talking about.

**Sir Syed Raza Ali:** I only assumed that it was so.

**Lieut.-Colonel Sir Henry Gidney:** That assumption, Sir, was not an intelligent one. I may inform the Honourable Member that the subordinate's lowest pay in the railways today is Rs. 10, as cleaners and, when I say this, I am talking of the subordinate service. A cleaner starts today, whatever be his community, on Rs. 10 and in about six years time he reaches his maximum of Rs. 30, his increment grades being about Rs. 12, Rs. 15, Rs. 18, Rs. 22, Rs. 25 and Rs. 30. I hope I have displayed some knowledge as also intelligence. Now, Sir, it is an old saying that "the crying child gets the most milk" and "the squealing wheel the most oil". I do remember about ten years ago, when I used to sit in this very seat, I spoke on the inadequate Muslim representation in railway services and I warned my Muslim friends then to be up and doing. It was the very first time my Muslim colleagues in this House came to realise how poorly they were represented on railways.

**An Honourable Member:** So, you started the mischief.

**Lieut.-Colonel Sir Henry Gidney:** Yes. I plead guilty to that charge. I also remember having been visited the same night by two Muslim friends in my room in the Western Court when they asked me how I got the information. For this Muslim awakening I was hotly attacked by Sir Purshotamdas Thakurdas who said that I was dragging a red rag before a bull by introducing this communal problem. But I am glad I did so, because, I believed then and I do believe now that Muslims are not adequately represented in certain railways.

**Sir Muhammad Yamin Khan:** You will see the logical results.

**Lieut.-Colonel Sir Henry Gidney:** Don't let me start fighting with you on logical or Zoological results. Mr. President with your permission, "one ass at a time"? I believe the Home Department Resolution of July the 4th, 1934, states that there should be 25 per cent. of Mussalmans in both the official and subordinate Railway services; the subordinate service to be distributed in each Province in proportion to the Muslim population in the particular Railway administration, but allowing a flat rate of 25 per cent. on all Railways, this percentage, I believe, the Railway Board is trying its utmost to adhere to. Now, Sir, as far as my information goes I must say on behalf of the Railway Board they are doing their very utmost. I know very well the numbers of advertisements that appear in the newspapers saying that such and such railway appointments are exclusively reserved for Muslims. I know that to be a fact. I know that the Railway Board is doing its utmost to give Muslims the best chance possible for the higher appointments. But in the subordinate appointments, I do not think that they are fully carrying the 25 per cent. for Muslims. These appointments which are many are often in the hands of the office Superintendent and these Superintendents, particularly in Madras Railways, who belong to the favoured community—Brahmins—who naturally believe that blood is thicker than water, though it may not be as pure, give these lower appointments to their own people. I do think there is room for serious grouse here. Look up the upper subordinates statistics on the Eastern Bengal Railway and you will find that there is a conspicuous absence of Muslims in these appointments. Instead you will find that a largely proportion of my community, the Anglo-Indian community, most of whom are nearing superannuation, also Hindus who are mostly about the middle of their official careers. I do not entirely agree with my Honourable friend, Babu Baijnath Bajoria, who humorously said that Anglo-Indians are born with locomotives in their tummies. It would be nearer the truth if he added coal, to locomotives in the tummies of Anglo-Indians, because locomotives without coal are useless even in tummies? They cannot move. If he had said that they had both coal and locomotive I would have agreed. But Sir, times have altered. There was a time, I remember, in the early years of the Assembly and those years when communal economic distinctions were being born, when the Muslims were economically badly placed on Railways and educationally backward as compared with the great strides in education which they have made today. One of the features of modern education is the rapid strides which Muslims have made. I think this fact stands in marked contrast to any other community. My Honourable friend, Dr. Sir Ziauddin Ahmad, has entered many a babe into the world after giving them a sound education. I remember the time when the Railway Board was most anxious to secure to get Muslim candidates for the Engineer's Department and what difficulty was experienced. At an interview a Muslim candidate was asked at Simla (I speak subject to correction) by one of the selecting officers, whether he understood what was meant by a vacuum. The candidate replied. "Yes Sir, I know all about vacuum. I have been for days and days walking about the streets of Calcutta and Delhi and Simla vainly in search of a job and when I came back home every day I felt an empty stomach, with a big vacuum". The reply was so original and I believe, the best secured so far, that the candidate was appointed as an Engineer

[Lieut.-Colonel Sir Henry Gidney.]

to the Railway. I want to repeat with all the emphasis I can that the Railway Board are doing their utmost for the Muslims today particularly in the official grades.

I wish now to refer to the other point raised by my Honourable friend, Sir Syed Raza Ali. He talked about intermediate appointments. Many of the Honourable Members, behind me say, asked me what he meant by an intermediate appointment? It is nothing else than appointing a certain number of a certain community in the intermediate grade of a certain department. For instance, if you have a grade of 80—5—150, then Rs. 100 would be an intermediate stage. He suggested that certain Muslims should be appointed straightaway to that intermediate stage, that is those appointments should be done on a communal basis. He rather hesitated in that recommendation.

**Sir Syed Raza Ali:** Not at all.

**Lieut.-Colonel Sir Henry Gidney:** But I would ask him to hesitate. The real point is this: You cannot possibly efficiently run a department in the higher appointments especially in the Railways unless you have an efficient staff.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member can continue his speech after Lunch.

The Assembly then adjourned for Lunch till Half Past Two of the Clock.

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The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

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**Lieut.-Colonel Sir Henry Gidney:** Sir, I have very few words to add to what I have already said. I think when I left off before Lunch I was discussing the question of recruitment in the intermediate stages, in various sections of railway employment, and on that matter I desire to add a very few words. I know that the Railway Board, by the consent of this House, a few years ago, introduced in its recruitment system, direct recruitment from outside into the intermediate stages of most sections of Railway employment. I also understand the reason for this was that many communities had no representation or percentage whatever in certain grades of certain sections of railway employment and it was to implement the decision of this House and to make good this deficiency that they introduced this system. However much I am one with Members of other communities in this House for adequate percentages in these various grades, still I do protest against this practice, not from the communal point of view but on the principle of efficiency and safety first. Such a practice means that efficiency is being sacrificed on the altar of communal sentiment and percentages. I suppose some Members will say that I, a rank communalist, should be the last person to speak in this manner but I claim as my excuse for a larger percentage of Anglo-Indians in certain sections, the undeniable fact that most of them are old railway servants who have gradually been promoted and for this reason, today, occupy a

larger percentage of higher subordinate jobs *per capita* of population than other communities. I would be more correct if I said *per capita* of educated people. I, therefore, raise my voice very strongly in protest against this manner of recruitment. The Railway Board and all Railways should always have before them one picture. Safety first; and if you transgress that law you are lowering efficiency at the expense of the satisfaction of communal feeling and inviting danger to the travelling public. Sir, much as I share the Muslim's feelings for adequate representation let me add: One has to crawl before he can walk, the more so is this needed in that department of Government—Railways, where efficiency should be the first, the second and the last word in administration especially with the Running Staff.

Sir, there is just one more point. This House has frequently referred to the method by which recruitment should be done in Railways and other services. It has been stated, on all sides of the House, that recruitment should be done on a population basis. Sir, I submit very emphatically that it is wrong to recruit on a population basis except in the menial services where no education or intelligence is required. If you take the last census of India (1931) you will find that out of 350 millions of India's population about two millions are educated in English which rightly or wrongly is, today, the lingua franca necessary for railway administration, or, at least, the jobs on which we fight in this House and on which you standardised your fitness for certain jobs, apart from the daily growing B.A.'s or M.A.'s or B.A.D.s or M.A.D.s. Of the two millions, one million only has read up to the secondary standard which is the qualification for most of the jobs which we covet.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has two minutes more.

**Lieut.-Colonel Sir Henry Gidney:** This means that one million Indians educated in English which includes 150,000 Anglo-Indians, for, we are cent. per cent. educated, are today facing competition for about 680,000 jobs offered on the railways. If you take that as your criterion you will then see that recruitment on the educated population standard would give my community an entitlement to eight per cent. which it has got. It will also give the Muhammadans a very high percentage because, they are very highly educated now and it will give the Hindus certainly a very high percentage. But, Sir, I submit it is wrong to take the total population of a community and say, because they are two or three crores in numbers, therefore they are entitled to a definite percentage. I raised this point very strongly at the Round Table Conference and I have more than once mooted it in this House. I know many will not follow me in this matter but I am sure I am right. For instance: The sweeper on the railway or on the road is not in open competition with the General Manager of a Railway nor is the *paniwala* in open competition with the skilled Foreman of a railway workshop. You must have special educational qualifications and it is only amongst these people that recruitment is made into the various Departments and grades and which, in Railway parlance, is called—"Selection". Therefore, with all respect to those who hold other views I do submit that recruitment in the services should not be on a population basis but on the educated population basis.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

**Lieut.-Colonel Sir Henry Gidney**: Sir, I support this motion and I hope the House will realise that it is one that deserves their sympathy and support.

**Mian Ghulam Kadir Muhammad Shahban** (Sind Jagirdars and Zamindars: Landholders): Sir, the grievance of the Muslims is, that no effective measures have been taken by the Government, so far, to improve materially their condition in railway services, in spite of persistent complaints. As early as 1923 Government gave an undertaking, in the Legislative Assembly, to the effect that it would prevent the preponderance, of any one class, or community, in the services under its control. This general declaration of Government policy had little or no effect on recruitment, and as the result of further agitation Government defined its policy more definitely in 1925, by reserving one-third ( $1/3$ ) of the posts, for minority communities. This step also failed to secure any improvement in the representation of Muslims in services generally, because the orders were ignored by those responsible for recruitment, and where they were not ignored by those responsible for recruitment, the reservation was usually construed in favour of minorities, other than the Muslims. The Muslim agitation, therefore, continued, particularly, in respect of Railways, the largest employers of labour—on which the orders of Government had been almost entirely ignored. Recognising the genuineness of Muslim complaints, Government appointed a Special Officer in 1931 to examine the position on Railways. This officer found *inter alia* that the complaints of Muslims were justified, and that the Muslim community were not responsible for the paucity of their numbers, in Railway services. Government accepted the correctness of those conclusions. The Home Department Resolution No. F. 14/17-B/33, dated the 4th July, 1934, clearly states, that, the earlier policy had failed to secure the due share of Muslim representation in the public services, and that the complaints are justified. In this resolution the Government of India reserved definite quotas for Muslims, in Central Services. This was followed up, on the Railways, by orders issued by the Railway Board in December, 1934, fixing definite quotas, for each Railway for direct recruitment of Muslims, and other minority communities.

The Muslim community was not entirely satisfied with the orders, as it was felt that owing to the campaign of retrenchment, the limited scope of these orders, the likelihood of non-co-operation, in carrying out these orders by officials of the preponderating community, and the general apathy of European and Anglo-Indian Officers these orders would not produce even the limited effect desired by the framers of the new policy. Fixation of a percentage, for recruitment of Muslims coupled with restriction of recruitment, to the lowest rung of railway service, could not possibly achieve, for a very long period, the desired result of giving Muslims, a fair proportion, in Railway Services. That the worst fears of the Muslim community, about the inadequacy of these orders and their innocuousness, have materialised, would be apparent from an analysis of the statistical data, published by the Railway Board in their annual reports and also in the establishment lists, of the Railway Board and the individual railway administrations.

The following table shows the total number of employees of all ranks on railways in India, excluding Burma the number of Muslims among them, and the percentage to total number, for the past nine years.

Year.	Total No. of employees.	No. of Muslims.	Percentage of Muslims to total.
1930	7,89,903	1,78,911	22.6
1931	7,54,750	1,69,935	22.5
1932	7,06,664	1,54,885	21.9
1933	6,85,662	1,50,465	21.9
1934	6,76,906	1,49,069	22.6
1935	6,82,086	1,49,948	22.6
1936	6,89,030	1,51,122	22.6
1937	6,87,260	1,51,612	22.1
1938	6,92,178	1,53,794	22.2

The statement which I have read out, discloses that the number of Muslim employees, since 1930, has been reduced by 25,000. To give the Muslims 25 per cent. representation in Railway Services, 20,000, non-Muslims would need to be replaced by Muslims. In spite of the action taken by the Government to redress communal inequalities, 3,000 non-Muslims must be replaced by Muslims, to enable the latter to secure today, the proportion which they held in 1930. We have deteriorated since 1930. We require 3,000 more Muslims to make up deficiency of 1930, and we require 20,000 more to secure our quota of 25 per cent.

The position of Muslims, among the gazetted officers, and senior subordinates, on Railways, in the last three years was this; In the State-managed Railways among the gazetted officers, there are 967 officers, of whom, 70 are Muslims, that is, a percentage of 7.24. In the Company-managed Railways, out of 802 there are only 47 Muslims that is, 5.86. In the State-managed Railways out of 5,094 Senior-Subordinates there are 364 Muslims, that is 7.15 per cent. In the Company-managed Railways out of 2,574, there are 81 Muslims, that is 3.15 per cent.

Seven percent for State railways which traverse predominantly Muslim areas, is extremely inadequate. The condition of Muslims among senior subordinates, is even worse. Not only is the present percentage of Muslims in these services, actually lower than in the gazetted ranks, but the rate of progress, for the last 11 years, has also been slower, and at this pace it may take a century, for Muslims to secure a 25 per cent. representation, on an all-India basis.

We have it, from the figures published by the Railways, that the policy adopted by the Government in recent years, has in practice failed to remove the paucity of Muslims, in the Railway services.

The scope of the present policy of the Government in the matter of reservation, for the Muslim community, of posts to which recruitment is made direct, should, therefore, be extended, so as to provide, that over and above the quotas, already fixed, an additional quota, may be allotted, to Muslims, for the next ten years. This additional quota should be so fixed, that within this period, the Muslims should attain their due representation in all grades of Railway Service. Unless this is done, the Muslim community cannot, for many decades to come, attain their due representation.

[Mian Ghulam Kadir Muhammad Shahban.]

We are conscious of the fact that such a step would necessarily restrict, for these years, recruitment of members of the majority community. In view, however, of the benefit they have derived in the past and their present preponderance, such a step, would appear to be imperative on higher grounds of policy, equity and justice.

The quotas fixed for Muslims, on various railways, work to an All-India proportion of 25 per cent. Considering, that the other minorities, have been allowed a quota, of 8½ per cent. which is out of all proportion, to their numerical strength and the need for giving some weightage to a minority community, I urge, that the quota for the Muslims should be fixed at 33½ per cent. on all-India basis, the increase to be effected, by raising *pro rata* the existing quotas, for various railways.

In view of the experience of the last twelve years and the admissions of the Government from time to time, we feel that the Government should appoint an advisory committee, chosen out of Muslim Members of the Central Legislature, to assist the Railway Board in the matter of recruitment of Muslims, and to bring to their notice the steps that should be taken, to improve the present position of Muslims. Such advisory committees may also be appointed from amongst the Muslim Members of Legislatures of the Provinces to assist Agents and Divisional Superintendents of the Railways, serving those Provinces. We also suggest, that the Railway administrations may be instructed to establish a more comprehensive, and more active liaison with the Muslim educational institutions, and other representative bodies, with a view, to securing their co-operation, in the matter of finding suitable Muslim recruits, in sufficient numbers.

Before I conclude, I would take this opportunity to press the claims of Sindhi Muslims. At present they are not getting any thing like a fair share. I urge that a reservation should be made for them, in the Karachi Division of the North Western Railway. Sir, I support the motion.

**Mr. Muhammad Nauman** (Patna and Chota Nagpur *cum* Orissa: Muhammadan): Sir, in order to discuss the question of paucity of Muslims in the railway services, I feel that the 15 minutes time allotted to me is so short that in spite of my best efforts to be concise I shall not be able to do adequate justice to the subject or even to give a synopsis of the whole position or to relate even a hundredth part of the grievances and woeful tale of the minorities in general and Muslims in particular. Sir, during the last few years of my close association with the employees, their Unions and Associations, I have had opportunities of meeting the Muslim staff on different railway lines and also of examining the files relating to their discharge, dismissals and suspensions, refusals of appeals and so on, and, I think, my friend, Sir Henry Gidney, will bear me out when I say that the position on the Eastern Bengal Railway is probably the worst as compared to other Railways.

Sir, we have been given a percentage of 45 on the Eastern Bengal Railway, whereas the actual figure of Muslims employed is hardly six per cent. I will not indulge in quoting figures or the number of representations we have received from Muslim employees and Muslim Leaders of public opinion at the moment, figures have all been quoted by the Honourable the Mover himself, but, so far as I am concerned, I would only request the Honourable Sir Thomas Stewart to look into the facts as to why they have not improved

our position in regard to percentage of representation in spite of the best efforts made by the Railway Board. Sir, I will just quote a few figures from the Report of one of the Committees appointed by the Staff itself. These figures relate to Eastern Bengal Railways:

" Head Quarters Staff.		Muslims.
In grades of 210—10—300	.	Nil.
" 150—10—200	.	Nil.
" 80—5—100	.	Nil.
" 28—4—40—5—60/2—5—80	.	Nil.
" 30—3—45—5—60	.	2
Inspectors' Branch.		Personnel Branch. Muslims.
Grade 425—25/2—475	.	Nil.
" 250—20—350	.	Nil.
" 230—10—300	.	Nil.
" 175—10—225	.	Nil.
" 150—10—200	.	Nil.
" 110—10—140	.	1
" 85—5—100	.	Nil.
" 28—4—40—5—60/2—80	.	2
" 30—3—45—5—60	.	8
Supervising Staff.		Muslims.
Traffic Inspectors	.	Nil.
Traffic Convassers	.	Nil.
Crew Inspectors	.	one Muslim out of 9.
Inspector of Accounts	.	Nil.
Goods Supervisor	.	Nil.
Supervising Station Masters	.	Nil.

Practically all the important key positions are held by non-Muslims and Muslims have been shunted in unimportant sections.

**Pandit Lakshmi Kanta Maitra** (Presidency Division: Non-Muhammadan Rural): What is that book please? What are you reading from?

**Mr. Muhammad Nauman:** I am reading from one of the reports prepared by the Muslim employees and other responsible members of public repute for the Railway Muslim Employees' Welfare League in Calcutta. This is a very recent publication, although there are many others. From these figures, I think Honourable Members will realise how the diplomatic administration of Railways can make and interpret rules to suit their own whims and caprices. I wish that the Railway Board had paid proper heed to Muslim representations and enquired into grievances to do justice to Muslim interests. The Railway Board cannot say that the Muslims have not placed their case before them. Sir, the Muslim Members have been speaking on this subject in this House, year after year, but yet things have not improved. Not only that, a responsible Muslim newspaper of Calcutta, the *Star of India*, in its issue of the 9th March, 1938, has placed the whole Muslim case very succinctly, and with your permission, I shall only read a

[Mr. Muhammad Nauman.]

small portion from the leading article which will give the House an exact idea of the Muslim feeling on this question. The article is styled "Believe it or not, fact is there":

"It is some years now that the E. I. R. has become a Government line under State control, but certain individual officers still think and act as if the blissful régime of Company-management exists, when every district or divisional head considered himself a monarch of all he surveyed to do as he liked with no fear of being asked why and wherefore, oblivious of the fact that he is a servant of the State. We make this statement with all the responsibility it entails, although confessing amazement that such a state of affairs can exist. A glaring instance of what we have said above is to be found just across the river Hooghly in the Howrah Division of the East Indian Railway. The Muslim condition of employees in this division has never been a happy one, but instead of there being any improvement it would appear that things are going from bad to worse, indeed from the facts which have been furnished to us and which we published in the columns of the *Star of India*, the treatment meted out to Muslims is a scandal, and of such public interest as to even warrant an adjournment motion in the Central Legislative Assembly. Having gone through the grievances of the Muslim employees of the East Indian Railway in the Howrah Division, we wonder how such a state of affairs can exist and how communalism can blind Hindu officers to a sense of justice and fairplay—officers who are public servants.

Lest we be accused of raising a communal scare, let us quote some facts and figures which will show much better than anything we can say how just is the case we take up today. The office of a Divisional Superintendent on the East Indian Railway is a big organization, and yet among the hundreds in key positions and holding responsible posts there is not a single Muslim. Just one happy Hindu family helping each other and conspiring to keep out the Muslims—this is the picture of the office of the Howrah Division. Is it a wonder then that it seems easier for a camel to enter the eye of a needle than a Muslim to be recruited in the Howrah Division of the East Indian Railway? With such a powerful Hindu oligarchy utter contempt is shown to the Government of India Resolution of 1934, whereby it was laid down that 25 per cent. of new recruitment should be given to the Muslim community. . . . ."

Sir, this is an article written by an European or Anglo-Indian editor, although the paper is representing the view point of Muslims. Sir, in spite of our best efforts to bring our grievances to the notice of the Railway authorities, through various other papers and organizations like the daily paper *Mazdoor*, *Asre-jadid*, *Deccan Times* and others who have been publishing reports, it is really surprising that the Railway Board have not taken any notice of the facts or of the feeling of the Muslim community, in fact they have been flouting Muslim opinion in general, and the opinion of different responsible Muslim organisations and their members in particular. . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has got only two minutes more.

**Mr. Muhammad Nauman:** Now, Sir, it is claimed that the Resolution of 1934 is being applied to all the State-managed Railways, but with due respect, I contend that ways and means are found out to flout that also. In many cases, the posts are not advertised, in other cases temporary jobs are offered to Muslims and a percentage is shown on paper whereas, the Railway Board does not maintain a list of discharged people at all. What happens is this. Supposing there are ten posts vacant, and Muslims are given their proper share in recruitment; after six or eight months on some pretext or other these poor people are turned out, and that is why their percentage, on the whole, does not show any improvement in spite of the fact that the Railway Board has been very insistent on different Railways in this connection. Because they have been asking the different Railways to send up here a list of appointments made, but the Railway Board have

never cared to ask for a list of dismissed and discharged Muslims. Sir, it is like a jar with a hole in it, and it can never fill up. You may make appointments in accordance with your Resolution of 1934, but because you do not have control over discharges and dismissals, the Muslims will never be able to get their proper percentage. I think this particular fact was brought to the notice of the Honourable Member, very recently, through a memorial sent to him, which was signed by about 24 Members of this House. A similar memorial was also submitted to His Excellency the Viceroy and that was also signed by 24 members of legislature showing how things are being managed on the different Railways and how in spite of the best efforts of the Railway Board we have not been able to get our quota or the proper percentage on the Eastern Bengal Railway. Supposing we were zero in 1934, if the Eastern Bengal Railway authorities had really cared to act up to the terms of the Resolution of 1934, we should by now have got 16 to 20 per cent. of the posts on that Railway, but we notice that in spite of that Resolution passed about four years ago, no appreciable improvement has taken place, and the percentage is only about six per cent. . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

**Mr. Muhammad Nauman:** I shall take only one more minute, Sir.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member cannot go on any longer.

**Mr. Muhammad Nauman:** With these few words, Sir, I take my seat.

**Bhai Parma Nand:** I rise to oppose this motion. Sir, this motion is brought here every year in this House, and it has been my misfortune, or in other words my duty, to oppose it. I do not oppose this motion to defend the Railway Board. Their defence is their own look out. My friends have quoted figures, and the Railway Board too can quote figures. Our friends here say, that they are not satisfied with the improvement made with regard to the proportion fixed for Muslims in the special Order by the Government of India and with the promises made so often by the Railway Board. Sir, I am opposing this as a vicious principle. I think the principle that a certain proportion should be fixed for Muslims and a certain proportion for other communities is quite wrong. That means just to follow the old policy of dividing the people into different compartments. I do not oppose the representation of Muslims in railway services, let the percentage be 25 or 30, or even more, provided they are qualified for this. We would have then no objection, but the trouble lies in fixing a certain proportion for one community and another proportion for another community. If we approve of that principle with regard to the railway service, we shall have to apply that in all services all over the country, not only in railways but in all other concerns, because if the railway services are to be divided, why should not all other services be divided? Why should not the military be divided in the same way? Why should not the police force? Although I understand that it is a provincial subject—all the same, why should not the police forces be divided according to the population basis?

**Mr. Muhammad Nauman:** We do not object to that.

**Bhai Parma Nand:** I am glad you do not object to it. There is a difference between my friends of the Muslim League and my friends a little further up there. The Congress Party's idea is that there should be one people and there should be no discrimination on religious grounds. My view is simple on this matter. If the Muslim community really agree to have no such discrimination, well and good, but if my friends of the Muslim League, that represent the Mussalmans in this country, do not agree to it, then, of course, we have to come to certain terms and we have to admit the facts as they are, that the Mussalmans want to be a separate people, *i.e.*, a separate nation in this country and . . . . .

**Some Members on the Muslim League Benches:** No, no.

**Bhai Parma Nand:** If you want your proper share and you want to have it fixed, that means you want to be a separate people in this country.

**Some Members on the Muslim League Benches:** No, no.

**Bhai Parma Nand:** Why not? That is the logical conclusion. You may not say so, but that is what it comes to.

(Interruption.)

**Mr. President** (The Honourable Sir Abdur Rahim): Order, order. Let the Honourable Member address the House without being interrupted.

**Bhai Parma Nand:** I have no objection; it was wrong on the part of the Government of India to have accepted that principle, but anyhow, having accepted it, it is now their business to satisfy the Muslim community as best they can. That is not our concern.

My second point is that the railway is a commercial concern. The Muslims, of course, have a right,—being politically separate—to put forward their claims on the Government, but not on a commercial concern. There are European firms that have established business here in India. (Interruption.)

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member must be allowed to go on without interruption.

**Bhai Parma Nand:** The commercial concerns will have to look to their interests, *i.e.*, to the progress and improvement of their business and you cannot say that a certain proportion should be fixed for a certain class or community. Take the bankers' class. You might condemn them or hate them, but all the same, the bankers' class has to deal with finance and, naturally, bankers will have to give preference to those who deal with them. In the same way the railway business being a commercial concern, the Railway Board has to look to its commercial side and see that it is made a profitable concern for the country and those who own it.

**Mr. Muhammad Nauman:** If it is a case of commercial concern, why do you object to their employing Europeans and Anglo-Indians—all on the Bengal and North Western Railway and the Bengal Nagpur Railway which are Company-managed?

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member should not interrupt.

**Bhai Parma Nand**: Because the Europeans started it, because English companies gave the start and invested millions of pounds in the building up of the railway lines, therefore, they are entitled to give preference to their own people.

**Mr. S. Satyamurti** (Madras City: Non-Muhammadan Urban): Our money.

**Bhai Parma Nand**: May be your money, now you can call it your money, but, originally, it was English money, and even now you have to pay 30 crores every year in interest to those people who have invested their money here. It was not your money. It was the money of the English people. And we have to look at it from a commercial stand point. There is no use making it a political question and trying to create a division of rights between one community and another.

Another point that I want to make clear, is this. The Honourable Sir Syed Raza Ali said that from his experience as a member of the Federal Public Service Commission he could say that qualified Muslims were available for every post. Nobody disputes that point. Muslims are qualified and they are available, for service, but our point is that for one qualified Muslim for a post, you find there are ten candidates of other communities who are also equally qualified for that post. A choice has to be made whether those ten persons are to be passed over in order to give preference to a person because he belongs to one community or is believer in a certain religion. This principle is wrong, and this was the point which was stressed by my Honourable friend, Mr. Bajoria, when he said that a proportion should not be fixed on a population basis but the sole criterion should be efficiency and education. There is a large number of educated Hindus, and thus, when there is a vacancy, the Hindu applicants are much more in number than the Muslim applicants. Our Muslim friends say that in the matter of recruitment others should be passed over and only Muslim candidates should be taken . . . . .

**An Honourable Member**: No, no.

**Bhai Parma Nand**: Again, Sir, Mr. Joshi was telling us that much ill feeling was created in the matter of promotion on the basis of communal consideration. If you give promotion to a certain person, merely on account of his belonging to one community, it creates ill feeling and bitterness among the rest. I say in the matter of recruitment also the same bitterness and discontent is produced among those who are equally or even better qualified than the person who is much inferior and much less qualified but is taken in preference to them. All the same, as this vicious principle has been accepted by the Government, it is for the Railway Board to carry it in practice.

I opposed this motion last time also and then I was on very safe ground. The Honourable Sir Muhammad Zafrullah Khan was then the Railway Member. I think he is no less a Muhammadan than any of those friends here who are sitting on these benches. He is as good a Muhammadan as any of them and he has an equal love for Islam and the Muhammadan

[Bhai Parma Nand.]

Community. He was doing his best for the Muhammadans in so far as carrying out of the Government Resolution was concerned, but in spite of that my friends got up and brought forward a motion of censure against Sir Muhammad Zafrullah Khan as Railway Member. Nobody can even think that he was a man who could be negligent in the matter of communal representation. My point is that service in Railway should not be made a communal question at all, but as it has become a regular custom to bring in this motion every year, it is my misfortune to oppose it. I am not defending the Railway Board. They started the ball rolling and it is for them now to satisfy the communal hunger.

**The Honourable Sir Thomas Stewart** (Member for Railways and Communications): I can very well understand the anxiety of the Honourable the Mover for the promotion and maintenance and safeguarding of the interests of his community in the important railway services but from what I have heard on the floor of the House today, I am in some doubt as to whether there is a complete and precise apprehension of what exactly are the obligations and liabilities of the Government of India, for breach of which they deserve to be censured. It may be of use, therefore, if I set out as concisely as I can what I conceive to be the position. The basic year, the critical year is 1934. For sometime prior to 1934, the Government of India had given their very careful consideration to this question of the representation of minorities in Government service and in railway service in particular and on the 4th July, 1934, there issued a Government Resolution which sets out the principles on which the recruitment of minorities should be made. That resolution one might almost term the charter of minority communities. Now, so far as the Muslim Community is concerned, this Resolution laid down that there should be a reservation of 25 per cent. of vacancies for Muslim candidates. That was to some extent qualified where selection was being made through examination and it is rather important to note what the particular qualifications were. I might read them to the House :

"When recruitment is made by open competition, if Muslims or the other minority communities obtain less than these percentages, these percentages will be secured to them by means of nomination. If, however, Muslims obtain more than their reserved percentage in open competition, no reduction will be made in the percentage reserved for other minorities, while if the other minorities obtain more than their reserved percentage in open competition no reduction will be made in the percentage reserved for Muslims."

"If members of the other minority communities obtain less than their reserved percentage in open competition and if duly qualified candidates are not available for nomination, the residue of the eight and one-third per cent. will be available for Muslims."

"In all cases a minimum standard of qualification will be imposed and the reservations are subject to this condition."

These qualifications provided in the first place that the 25 per cent. reservation may be exceeded but they also provide that the minimum standard of qualification must be complied with. They provide for two contingencies, one—that the Muhammadans may have more than 25 per cent. and on the contrary they also provide that the occasion may arise when they have less. Now, recruitment to the railway services is in two categories, the superior services and the subordinate services. Recruitment to the superior services is conducted through the Public Services Commission. We have had from a former member of that Commission a tribute to its impartiality in the days when he was a member. I trust

that he will agree that the standard of probity and fairness of the Public Services Commission has not since then deteriorated. I do not think any of us would venture to say that but before I quote figures of recruitment to the State Railways since 1934, I should like all Members of this House to have it perfectly clear that that recruitment has been carried out by the Public Services Commission without interference from us and I am sure, without fear or favour. Let me quote what has been the recruitment in the past few years to the superior railway services :

In 1934-35, out of 13 recruitments, three were Muslims the percentage being 23.1. I think Honourable Members will realise that when you are dealing with comparatively small numbers, it is not possible to recruit to the absolute 25 per cent. One cannot recruit fractions of officers. In 1935-36 out of 24 recruitments, six were Muslims; 25 per cent. For 1936-37, the tale is not so good. Out of 18 recruitments two were Muslims. That gives us a percentage of 11 per cent. but for that comparatively disappointing figure there are good reasons. There was one Muslim candidate who was selected but he was turned down by the Medical Board and no other suitable candidate was to be found. Moreover, in respect of two other vacancies on the engineering side,—I think my Honourable friend told us that it was his own experience that it was on the engineering side that it was difficult to get suitable candidates—there were two vacancies for which no suitable candidates could be found. In 1937-38, out of 18 selections, there was a Muslim percentage of 22. Even taking into account the exceptional year, 1936-37, where, for causes entirely outside the control of the Railway Board, the percentage was low, the overall percentage is 20 per cent.

Now, let us turn to the company-managed railways. In 1934-35, out of 26 selections five were Muhammadans, giving a percentage of 19.2. In the next year, out of 18, three Muslims were chosen. We have a recession to 16.7 per cent. In 1936-37, out of 16 appointments nine were Muslims, and in 1937-38, out of 40 appointments nine were Muslims. Over that period of years the average percentage is 26 per cent., which is even better than what we set out to do on the State railways,—and I may mention that there was no compulsion on the company-managed railways to follow our example. They have done that of their own accord, through a desire to co-operate with us in giving the Muslim community a fair share in railway appointments. These figures, Sir, related to recruitment only, I am quite willing to admit that recruitment is not necessarily an index of the real representation of any particular community in a service at any particular time. But the following figures will show that recruitment is having its effect. It may not be as rapid as could be desired, but there appears to be no alternative, except through the practical expropriation of the officers who are already in service. On the 1st April, 1925, there were 36 Muslim officers on the State Railways. That number has doubled. On the Company-managed Railways, in 1925 there were nine Muslim officers. The efforts of the Company Railways have been such that at the end of March, 1928, that number, nine, had grown until it was 47. That, Sir, is the position as far as the superior services are concerned.

There is only one thing I would here interpose. It was suggested by my Honourable friend, Sir Raza Ali, this morning, that it should be possible for us to do what was done in the case of the I.C.S., and his suggestion was, that, though the ideal was fifty-fifty recruitment, a deliberate policy had been adopted by which extra weightage had been given to Indian

[Sir Thomas Stewart.]

recruitment. That, Sir, is not the case. No such deliberate policy was adopted by Government. It may have been by accident, by force of circumstances that in certain years there was a higher degree of recruitment of Indians than of Europeans, but that was an entirely fortuitous circumstance and was not due to the adoption of any deliberate policy of recruitment.

Now, as regards the subordinate services, the same twenty-five per cent. reservation was made for the subordinate services as was made for the superior services. Of course it was not possible to apply that twenty-five per cent. as a flat rate on every Railway throughout India. It was found necessary to make the twenty-five per cent. an overall figure and so to ration the various Railways that they should recruit a percentage which had some relation to the density of Muslim population in the territory which they served. For example,—I will not quote all the figures—the percentages vary from 60 per cent. on the North Western Railway—which runs through a territory which has a very high percentage of Muslim inhabitants—to 11 per cent. on the Madras and Southern Mahratta Railway. The various Railways, therefore, have been working to different percentages. As regards the Railway Board the ordinary twenty-five per cent. reservation was adopted. Now, Sir, let me turn to the figures of recruitment since 1934 of the subordinate staff. In 1934-35 on State-managed Railways the percentage of recruitment was 19.29. Now, let me confess at once that that was not good enough, but there was a good reason, or at any rate there was a reason,—I won't plead it was a good reason,—but there was a reason why we failed in 1934-35. It was found to be a very elaborate business getting out the appropriate orders for all the Railways and, actually, they did not have their instructions until very late in the year. But we did our best, as will appear later on, to remedy our shortcomings in 1934-35. But as I say for State-managed Railways the figure was 19.9 and for Company-managed Railways, 15.6. In the next year, in order to make up for the deficiencies of 1934-35, the recruitment rose to 35.47 per cent. The Company-managed Railways had not yet come into line and their figure was 16.35, but in 1936-37, taking the Railways as a whole, we recruited a Muslim staff of 31.2 per cent. and in 1937-38 the recruitment figure was 29.9 per cent. The following figures relate to both company-managed and State Railways combined :

In 1934-35, a bad year . . . . .	17.45 per cent.
In 1935-36 . . . . .	28.5 „
In 1935-36 . . . . .	31.2 „
In 1937-38 . . . . .	29.9 „

Sir Raza Ali made a suggestion—and I quite understand the reason for it—that it was a slow business if recruitment were only made at the bottom. It would be a long time before the new recruits could work their way up and achieve more responsible posts. He suggested what he called “intermediate” recruitment. Well, I am in a position to inform him that his suggestion has been anticipated and that for some time now orders have been in force which permit of twenty per cent. of the recruitment to intermediate grades being made from outside, and in that outside recruitment the Muslim candidates have their appropriate share. It was also said that there was an unfortunate lack of Muslim representation in the Establishment Branch. Well, as a commentary on that, I may tell the Honourable Member that the Director of Establishments on the Railway Board and one

of his deputies are Muslims and that there are on other Railways representatives of this community in the establishment branches. It may be said that this is all on paper, that these orders have been issued and no steps are taken to see that they are carried out. I can, Sir, assure this Honourable House that that is not the case. We insist that every Railway should send us a return showing how they have carried out the orders of that 1934 Resolution. We check those and should there appear to have been any failure to carry out the orders, we immediately draw the attention of the Railway Administration concerned to the default. Not only that; we pass on these reports for the consideration of the Home Department which is the Department of the Government of India responsible for service regulations. I can assure this Honourable House that the operations of the Railway Administration are subject to very strict scrutiny. I think the facts that I have set out have demonstrated that we have fulfilled our bargain. It may be that the total representation of the Muslim community in our services is not so great as could be wished by the members of that community, but I claim, Sir, that if we have fulfilled our obligations and if we have met our liabilities, we are not liable to censure. As I said, I understand the anxiety of the community to put on record their desire for its advancement, but I feel I am fully justified in asking the Muslim League Party who have sponsored this cut motion to withdraw it.

**Mr. M. A. Jinnah** (Bombay City: Muhammadan Urban): Sir, I have listened to the speech of the Honourable Member on behalf of the Government with very great attention. He has himself admitted that in one year, at any rate, for whatever reasons, his obligation was not fulfilled according to the Resolution. I quite see that Government have got to fulfil their obligations embodied in the Resolution of 1934. But in response to his appeal that we should not press this motion to a division, I would tell him this that just as he said that there is a very great anxiety on the part of the Muslim League Party that a matter of this kind should be reported so that my Honourable friend's successor—he is going to leave us very soon in a higher position—may see that there is a landmark left for him on the records of this House at any rate, emphasising the anxiety on the part of the Muslim League Party and the community behind it.

Now, Sir, normally, the Honourable Member may be entitled to say that they have done their best. We say: "Yes, you have done a good deal, but do your very best and allay the anxiety and see that for no reason whatever in any single year hereafter the 25 per cent. ratio is not maintained." I quite agree that technically this cut motion is a motion of censure on Government. But I want to assure the Government like anybody else who wants the Government really to do its best that it is not intended that we should pass a vote of censure on him. Sir, it reminds me of what a Home Member once said in this House. He said that if you live in a ford, you cannot afford to make enemies of crocodiles. As I am living in a ford, I cannot afford to make enemies of the crocodile. Nevertheless, I regret that I cannot advise my Party to withdraw this motion. Let it be placed on the record as a landmark or, if I may say so as a beacon light for the successor of Sir Thomas Stewart who is very shortly going to leave us and I wish him God-speed in his higher position. I must also state that Sir Thomas Stewart was absent at one stage of the debate on this motion and it is entirely my fault. It was very kind of him really that he should have come out into the lobby at my request, because I wanted really to learn from him as to what the position was. I am not

[Mr. M. A. Jinnah.]  
well-versed in this question, and I am not in a position, therefore, to express any opinion except a general opinion. That is all that I have to say to the Government.

I regret very much, indeed, that Bhai Parma Nand should have introduced those old hackneyed slogans and phrases which are devoid of facts. We must look at the realities, and so long as we do not realise the realities and the actualities, believe me, you are blocking the progress of India. It is no use saying, although it may be a noble ideal, that we should endeavour to become one nation. India is not a nation. India is a State of nationalities, communities, castes and creeds, and under the present circumstances it will be a folly to ignore those realities.

**Bhai Parma Nand:** On a point of personal explanation, Sir. I did not say anything against the view of the Muslim League Party. I simply stated the conditions as they were.

**Mr. M. A. Jinnah:** I am entirely supporting the conditions as they are, and I only want the Honourable Member for whom I have a personal regard to realise them. I also want this great organisation of the Congress Party to realise this fact. I do not know what has happened to them today, because they have remained dumb up to this time. They think that they are above everything in this world. They think that this is a communal question.

**Mr. K. Santhanam** (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): You are making friends with the crocodile.

**Mr. M. A. Jinnah:** It seems to me that you are crocodile, and you want everybody to obey you, not only to make friends with you.

**The Honourable Sir Nripendra Sircar** (Law Member): The crocodile is shedding tears.

**Mr. M. A. Jinnah:** Sir, over a question of this character I do not wish really to enter into bigger issues. This is not the occasion, nor is it the place to enter into bigger issues. The simple question is this. Today a cut motion is moved in order to put pressure upon the Government that they should as quickly as possible adhere to the limit of 25 per cent. Our anxiety is that the Government may slacken, and we want, therefore, to put it on record that you have tried to do much, but now do your best and you should live up to at least the 25 per cent. quota for which you have pledged yourself.

**Mr. S. Satyamurti:** Sir, I had no intention of speaking at all on this motion but for the provocation, if I may use that word with all respect to my distinguished and esteemed friend, the Leader of the Muslim League Party. We, Congressmen, are very human, as human as my friend and every other Honourable Member of this House. We are above nothing. We want to attain the freedom of the country at the quickest pace and at the earliest possible moment, and for that purpose we want the co-operation of all friends, including the distinguished Leader of the Muslim League Party. Therefore, let there be no misunderstanding about our silence on this matter.

**Mr. M. A. Jinnah:** From the mere fact that the Honourable Member says that he is the only party who want to attain the freedom of this country as quickly as possible, does he mean to say that he has the monopoly of that ideal?

**Mr. S. Satyamurti:** I did not say so. I do not expect Mr. Jinnah to misunderstand me like that. He is far too shrewd a parliamentarian to misunderstand me.

**Mr. M. A. Jinnah:** We all want to do that.

**Mr. S. Satyamurti:** I do hope, therefore, that when I speak on that subject of freedom of India, I speak not only for my Party but also for the Muslim League Party, that we all want to attain the freedom of this country at the earliest possible moment and at the quickest pace. That is why we felt that in a matter like that in which there was a domestic quarrel between the Muslim League and the European Government for the time being, we might let them settle the issue between themselves. Does my Honourable friend realise that the smallest minority in this country, namely, the Europeans, enjoy the biggest proportion of loaves and fishes of office? Why quarrel about these jobs? I shall be glad to see that the Treasury Bench is filled up by Jinnahs. I shall be glad to see that the Railway Board is filled with Ziauddins. I shall be glad if all the Agents and Deputy Agents are Indians, whether Muslims or Hindus. That is the point of view of the Indian National Congress.

**Lieut.-Colonel Sir Henry Gidney:** What about Satyamurtis?

**Mr. S. Satyamurti:** Satyamurtis will be governing a free India. (Interruption.) My Honourable friend, Sir Henry Gidney, was till now performing a tight rope dance, and I offer him my fullest and most cordial sympathies. He wants the best of both the worlds. Population basis, yes for Muslims, but for my community, education basis. That is his cry. You cannot do that for very long. The position of the Congress Party is this. We feel that we ought to think, and speak, and act in terms of the Indian nation, Indians first and Indians last. But I respectfully agree with the Honourable the Leader of the Muslim League Party that we ought to face facts. We do not want to say there are no Hindus, no Muslims. We want the Hindus to forget that they are Hindus and the Muslims that they are Muslims and to learn that they are Indians first and Indians last. For that purpose, we agree that in most services there ought to be an agreed settlement. I may say proudly on behalf of the Congress Governments of the provinces that they are carrying out this communal distribution of the services to the best of their abilities. (Interruption.) I can speak for my province, Madras, and say that our Government is acting on the principle that minorities ought to be treated, not only justly but generously. Therefore, I feel that on this question of communal representation in the services, the position of the Congress is this. There ought to be adequate representation for all communities and no community ought to have the monopoly of public services, subject to minimum standards of qualifications.

Secondly, Sir, as regards promotion, I was rather surprised to hear from my Honourable friend, Sir Thomas Stewart, that he is contemplating

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20 per cent. recruitment from outside. I do not know what exactly he means. My point is this. By all means, have your initial recruitment on communal basis, but once a man enters the public service, for God's sake, do not encourage him to imagine that because he is a Hindu or a Muslim, he will get something which he would not otherwise get. All sections of the House will agree that there will be great danger to the public services of this country if public services are learning to rely upon us, the politicians, and not upon their own superiors. I want the future and the present public servant to depend on his character, on his energy and on his ability and his work and not on extraneous considerations. Subject to that, Sir, we approve of the principle of communal representation, except for special services which require ability for which there ought to be special recruitment. That, Sir, is the entire attitude of the Congress Party. We feel we ought to have a settlement.

**Lieut.-Colonel Sir Henry Gidney:** Now that policy is what I describe as a loose rope dance, not tight rope dancing.

**Mr. S. Satyamurti:** I am not accustomed to dance, but my Honourable friend is. The simple note on which I want to conclude is this,—we Indians, in this House, must learn to trust one another, and not to trust non-Indians. Put not thy faith in Princes or in the Government of India. Let us clearly understand this. They can never solve this question fully. The Government might give some jobs to Hindus and some to Muslims, so that you and I may quarrel, and so that they may go on governing for all time. I, therefore, feel that the Congress Party will be well advised in remaining neutral on this motion because we believe that the Government are doing well in granting 25 per cent. representation to Muslims. The Leader of the Muslim League himself has said that they have done well, but he expected them to do better. My Honourable friend was thoroughly satisfied over the statement of the Honourable Sir Thomas Stewart the other day with regard to the railway finances. Although he said that he would not abide by the verdict of the House but that he would simply place it before the House, my Honourable friend, the Leader of the Muslim League, quietly walked into the Government lobby. We do not propose to do any such thing. We do not propose to walk into the Government lobby on this motion. We will remain neutral, expressing our sympathy with the demand of other communities for an adequate share in the services, at the same time believing that Government are doing their best, and finally believing that, only when the Europeans get out of this country and when we rule the country ourselves, we can come to a settlement—satisfactory and permanent.

**The Honourable Sir Nripendra Sircar:** Sir, I think we are discussing the Railway Demand, but the last speaker really spoke on the freedom of India and how its battle would be won. I am prepared to follow as a private under Field Marshal Satyamurti. Sir, we were told "Put not thy faith in Princes and the Government of India". May I supplement the statement and say "Put not thy faith in the Congress, for remember what happened to Dr. Khare". I am wondering why my Honourable friend got up to make a speech at all.

**Prof. N. G. Ranga** (Guntur *cum* Nellore: Non-Muhammadan Rural): What is the Honourable Member talking about?

**Mr. S. Satyamurti**: Nothing except his usual attack on the Congress his old game!

**The Honourable Sir Nripendra Sircar**: Whether it is a poor game or a proper game or an old game, or a game at all, my Honourable friend's decision is not final. I should like to know why my Honourable friend did get up to speak. I think the position had been made clear by the Leader of the Muslim League Party that he merely wanted to keep this protest on record and that he did not intend the motion to be one of censure on the Government. What was the issue on which my Honourable friend, Mr. Satyamurti, got up to speak.

**Mr. M. A. Jinnah**: Guilty conscience.

**Mr. S. Satyamurti**: The lion and the lamb in the same camp.

**The Honourable Sir Nripendra Sircar**: Now that I have got a correct answer to the only question to which I wanted an answer, I will not take up any more time of the House.

**Mr. President** (The Honourable Sir Abdur Rahim): The question is :

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

The motion was adopted.

*Detailed Administration and Policy of the Railway Board.*

**Mr. Muhammad Azhar Ali**: Sir, I move :

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

By this motion I wish to discuss the detailed administration and policy of the Railway Board. In moving this, I am actuated by the idea that the Railway Board are not properly exercising the functions and powers which were vested in them by Act IV of 1905. We have here discussed their financial policy before but today I want to discuss their administrative policy. The most important power delegated to them was that of the appointment of Inspectors. I have chosen that post because of the recent number of accidents on which there have been several adjournment motions here. Therefore, I wish to discuss the functions of these Inspectors. Formerly these Inspectors were appointed by the Government of India but now they are appointed by the Railway Board; and from the point of view of accidents these posts are very important. But, although he is appointed by the Railway Board he simply follows the policy of the General Manager.

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) vacated the Chair which was then occupied by Mr. S. Satyamurti (one of the panel of Chairmen.)]

The reports of these Inspectors with regard to accidents are very important, but being under the General Managers they give their reports according to the wishes of the latter as many functions of the Railway Board have been delegated to these Railway Managers. We often find that when any matter goes to a judicial tribunal, that tribunal very often

[Mr. Muhammad Azhar Ali.]

differs from the Inspector, with respect to the guilt or otherwise of a certain person, but in spite of that, the Inspector is not sacked but the person reported against by the Inspector is sacked. By way of illustration I will give one case to the House.

It is the case of an Assistant Station Master on the North Western Railway where there was a collision between an empty *mela* special and a passenger train at Kyalat. The special tribunal, which was appointed, exonerated the Assistant Station Master but as the Inspector had given a report against him he has been sacked and he does not hold an appointment. Thus, you will see, Sir, that Railway Board has given such powers to the Inspectors and they serve under the General Manager whose wishes they have to carry out. Sir, I referred to accidents, particularly, on the East Indian Railway. I will draw attention to what has been said about accidents by Mr. A. S. Trollop, Honorary General Secretary of the Safety First Association of India which is mentioned in the *Hindustan Times* of Sunday the 19th February last. He says:

“Every accident was a symptom of inefficiency and the only way to prevent accidents is to institute foremen training and job's training and the institution of a Safety Inspector and Safety Committee.”

I ask the Railway Board whether they agree with this statement of Mr. Trollop as to how accidents can be stopped and have they any such arrangements? I say that this advice of Mr. Trollop should be taken by the Railway Board in order to avoid future accidents.

Next, I would say that the Railway Board has absolutely no regard  
 4 P.M. for the applications or petitions and appeals sent to them by their subordinates: they never care even to look into them and the result is that the position of the non-gazetted staff gets worse every day. As I am talking of the detailed administration, I shall refer to one or two instances and, I say, appeals have no effect, for the non-gazetted staff appeals do not lie beyond the division they are in. I placed last year a list of such appeals and this list is still in the Library; but I am sorry to say that no action was taken and the result is as if no appeals were sent at all. If any Member here sends an appeal or a private letter to the Railway Board they do not care to see what those appeals are; with the result that these poor subordinates are absolutely in the hands of the General Managers and they get sacked. There have been numerous cases among the non-gazetted staff of Indians being ruined and non-Indians put in their places. In recent years appointments held by non-Indians in the higher grades have been abolished or their pay reduced with the sole object that no Indian should get those posts or that pay. Such is the working of the Indianisation of railways. More than once we have been told that removal from service can only be ordered by the General Manager according to the terms of the agreement, or by the head of the department if so specifically delegated by the General Manager and that Divisional Superintendents are not heads of departments. But when questions are put in this House, we are generally told that they will make inquiries, or they know nothing about it and so on. But I would ask my Honourable friend to say on the floor of this House who have terminated the agreements of the following staff whose names I read now. There was one Assistant station master, Tassaduq Hussain of Dinapore division; Ticket collector, S. A. Rahman of Lucknow Division; Permanent Way Inspector, Bhagwan Sarup of Moradabad division; school teacher, Ramji

Lal Sarma of Allahabad division; train examiner, D. B. Chakravarti of Delhi Division; Assistant station master, Meher Singh of Delhi division; Cleaner, M. D. Joshua of Delhi division; guard, Baqar Ali of Delhi division; loco. fitter cooly, Fazal Muhammad of Delhi division; watchmen, Roshan Khan, Abdulla Khan and Abdul Hakim of Delhi division; fireman, Aziz Ahmad of Delhi division. These persons have been sending in petitions and appeals but nobody cares and nobody reads them. That is my complaint and my accusation against the Railway Board. It may be said that these are very small posts and very small people, but it does not matter. There is the fact that they have been dealt with unjustly and their appeals are not heard. If I read the whole list it will take a very long time and, therefore, I have referred only to a few and I am sorry no action has been taken, though the Railway Board claim security of service in para. 99 of their report. When I say that the power has now been given to the General Manager, my point is that why and how the power delegated by the Governor General to the Railway Board could (that power and function) be shifted on to the General Managers? But we now see that it has been shifted to the General Managers and the Railway Board is sitting idle. They may have other work to do in the Railway Board but the fact remains that the grievances of my countrymen are not looked after.

Here, I have another list—I will read only a few names to show that the age of non-Indians is altered by the General Manager if they send an appeal, but the age of Indians is not altered although there may be very good grounds for alteration. I would mention the names of Ashraf Ali, lighting Inspector, Lucknow, Ali Muhammad, driver, Moradabad; Thakur Das, guard, Moradabad; Bihar Lal Gupta, ticket collector of Moradabad; Mela Ram, travelling ticket inspector of Moradabad. About Ashraf Ali, I and another friend of mine sent letters and asked the authorities to consider the representations that had been made but no notice was taken.

I will now turn to the policy of the Railway Board. In fact my submission is that the Railway Board has got no policy at all. They simply go by the reports they get from the General Managers: the different General Managers on the different railways have different policies and the Railway Board simply says 'yes' to what the General Managers say. I have condemned this delegation of the powers to the General Managers. We have also discussed several policies in this House—Indianisation, rates and freights, and so on and so forth. In addition, I would say that the Railway Board support foreign industry and they do not care for the increase of the prosperity of India. As has been said before in this House that the rates are so designed as not to benefit the internal trade or develop Indian industry, but is in the interests of foreign industry. I would refer to page 39 of the Debates of the 3rd February, 1939, where we find a statement showing the amount of advance grants sanctioned for the foreign purchases of railways. I hope the House will remember that these advances were sanctioned for the purchase of general purposes stores for the years 1927-28 to 1939-40. Towards the end of this statement we find that for the year 1936-37 the amount sanctioned was only 50 lakhs while in 1937-38 it rose to 1,10 lakhs, in 1938-39 to 1,35 lakhs and in 1939-40 to 1,45 lakhs. My point is that these advances have been increasing for the past four years. So, Sir, what I say is that all this is done in the interest of foreign trade and not in the interest of the internal trade of India, and that is why Indian trade is not developed to the extent it should be developed.

[Mr. Muhammad Azhar Ali.]

Then, Sir, another policy of the Railway Board, which was referred to by my friend, Sir Henry Gidney, yesterday, is their refusal to recognise the Unions of the Railway people. Every one knows that in India, ever since the advent of the co-operative system, numerous Unions have been started in almost all big industrial and agricultural concerns. In the mill industry, for instance, there are Unions, similarly, in our Railways also, Unions of workmen have been started, but these Unions are not permitted to be formed in the way in which people want them to be formed. Those Unions have to be formed according to the wishes of the General Manager; if a General Manager likes a Union being started, he will not unduly interfere, but if he does not like it, he will use every endeavour to kill its activities. Therefore, Sir, this policy of the Railway Board in not allowing the Unions to be formed, deserves the strongest condemnation at the hands of this House.

Then, my third point, is about the policy of the Railway Board in regard to the issue of return tickets. Honourable Members are aware that on occasions of important *Melus* or fairs the Railways issue return tickets, but I ask the Honourable Member to say why he does not direct the Railways to issue return tickets to Hajis. . . . .

**Mr. Chairman** (Mr. S. Satyamurti): The Honourable Member has got only two minutes more to conclude his speech.

**Mr. Muhammad Azhar Ali:** When these Hajis go from their respective places to Bombay or Karachi to proceed to Mecca, and when they return from Haj, they can go back with these return tickets. There is a fixed Haj season, and so, there can be no difficulty for the Railways to issue return tickets to Hajis.

Then, Sir, the last charge I have to bring against the Railway Board is that they have increased their expenditure. In that connection I would refer Honourable Members to page 37 of the Administration Report of 1905, and from that you will find that the working expenses per train mile,—I stress this point specially,—have been increased, although there is no reason why the per train mile working expense should be increased. I find that in 1904 it was 1·83, in 1905, it was 1·86, in 1936. . . . .

**Mr. Chairman** (Mr. S. Satyamurti): The Honourable Member's time is up. He can't go on now.

**Mr. Muhammad Azhar Ali:** It was in 1935.....

**Mr. Chairman** (Mr. S. Satyamurti): Will the Honourable Member kindly resume his seat?

Cut motion moved:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The Chair does not know what the intentions of the House or the Government are. This motion must be finished before five o'clock today according to time table. The Chair wants speakers to remember that.

**Mr. Sham Lal** (Ambala Division: Non-Muhammadan): Sir, this cut motion moved by my friend is a comprehensive one, and the House has to see whether the administration by the Railway Board has been satisfactory or not. In fact, in a way it covers all the cut motions. What I say is this,—whether it be a general discussion with regard to the Railway Budget or a cut motion, the whole thing is reduced to a mock fight. If one goes to the Library and asks for the Assembly debates of a particular year, say of 1938, he is told: “That is not available, but you can have the Assembly Debates for 1937, 1936, 1935 or 1934”; they are of the same pattern; there is no life in those debates, because the Government, so far as the Railway Board is concerned, is quite irresponsible to public opinion. It is exactly like a mock fight in which one party says: “Well, let me know at what point you are going to attack me, what demand I should move”. And the demand is moved. It is just like a mock fight wherein they allow themselves to be beaten or hanged knowing full well that they are not going to be killed. Every year the same demands, the same cuts are moved, but the position remains the same. The grievances of the third class passengers remain unredressed, locomotives are manufactured outside this country and no attempt is made to start a factory here, there is no Indianisation, nothing is done to give effect to our wishes and grievances. Honourable Members opposite think that this is all a *Tamasha* for three or four days, and when they are rid of these debates, they again go on enjoying in their saloons, drawing the same old fat salaries of Rs. 4,000 a month. Sir, they are very irresponsible, because not a single grievance is redressed. My friend has drawn the attention of the House to one additional fact which has taken place this year,—I mean he has referred to the accidents on the Railways. What would be the result? Some inquiry Committee will be appointed, and it is not improbable that some more experts or some more detectives will be imported from abroad in order to prevent sabotage. That is the policy of the Railway Board. You may have a good spokesman for the Railway Board,—we may have a regard for him as a gentleman,—but I would say that a good spokesman covers a wicked cause just as the butcheries during the great war were all covered by clergymen. Here we find that not a single grievance of ours has been redressed. I have recently had the misfortune of seeing poor people being exploited in the famine stricken districts of Hissar. Now, there are fodder concessions granted by the Railways in Hissar and Rohtak districts, and if only once the Honourable Member goes to these places incognito, he will see for himself the ruthless manner in which the poor people are being exploited by the railway officials and clerks. These Railway officers and clerks are taking money openly and the poor people are compelled to pay them. Let the Honourable the Railway Member make an inquiry, and I can point to numerous cases. One Railway officer at Lahore made Rs. 50,000 when the motor agency was given. When this matter was under negotiation, a man came to me and said the bid was too high and as he had not got enough money, he was not going to bid. Now, the Railway officer made Rs. 50,000. The Honourable the Railway Member can make an inquiry and he will find that corruption is taking place there on a very large scale. Third class carriages are overcrowded, and yet nothing is done; yet the Railway Board claim that they are doing this and they are doing that. Therefore, my position is this, whether you move cuts, whether you speak out, whether you make angry speeches or whatever you may do, the Railway Board are adamant, and they will

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do nothing to satisfy public opinion. Sir, here I am reminded of a District Judge at Delhi.

**An Honourable Member:** Tell us a story:

**Mr. Sham Lal:** It is not a story, but it is a fact. We had a very good District Judge, a very courteous gentleman, a very accommodating young civilian, but he did not know civil law, and when any of the counsel argued a case before him, the District Judge complimented him and said; "Yes, I am considerably enlightened, but your appeal is rejected". That is the position here. Compliments would be paid to some Members on this side, and we will be told: "Yes, you have made a very valuable contribution to the debate, you have made very valuable suggestions; they would all be considered". But, Sir, after one year not even one suggestion of ours is considered. I saw the position here yesterday. My friend, Dr. Sir Ziauddin Ahmad, put a question to Mr. D'Souza who is considered to be an expert and is brought into this House, every year, to defend the Railway Board. My friend, Dr. Sir Ziauddin Ahmad, put him a question, but Mr. D'Souza said: "Yes, I will come to that later on",—because that was not in his prepared speech, and so he could not commit himself. Sir, it is just like this. We had a Crown counsel in Delhi who would not conduct the case himself. He would sleep all the time while a murder trial was going on without paying any attention to what was going on in the court, and at the end of the case, what did he argue? He used to say: "Gentlemen, Assessors and Judge, you see there are eye witnesses with regard to the murder; they have actually seen this man committing the murder; there is no reason to disbelieve the witnesses, and, therefore, accused should be convicted". But it so happened in a murder case that there was no direct evidence, there was only circumstantial evidence, and as usual he began to argue,—he said: "Here is direct evidence, people have actually seen the man committing the murder, there is no reason why we should disbelieve the evidence". But then the Judge said: "there is no question of eye witnesses here". Then the Crown Counsel said: "If the police have failed in their duty not to procure direct evidence, I won't change my argument". This is tantamount to what Mr. D'Souza said yesterday. He would not answer the question directly, but every time he would say he would answer at the end. Stereotyped speeches, prepared speeches are made, no attention is paid to our grievances, Members on the opposite side only wait for these debates to be over, and when these cut motions are finished, they go on merrily as before travelling in their comfortable saloons, and, of course, we are packed off in a crowded train with fictitious reservations, looking wistfully at their saloons—about whom it is considered that we have beaten them in this House. That is the whole position. It is all a mockery.

The argument, of course, is that it is a commercial concern. Why not admit that it is a British family concern? You import experts every year, you import people from there, and there, of course, the standard of life is high and they must be paid a big salary. They are not to adjust themselves according to Indian conditions. It is India which has got to adjust itself, according to those people. If you import an animal in a zoological garden and say that the climate of the garden should suit him and he should not suit himself according to the climate, that is the

position. Some committee would be appointed,—a Wedgwood Committee, or an iron wedge committee would be appointed, there would be reports, of course, the burden would be on the people. The question is, are you in any way responsible to the demand of this House? It would be better for the Railway Board to show what cut motions were moved last year and what the Government have done. So far as this Railway Board is concerned, it is quite hopeless. Everybody is getting Rs. 4,000, everybody is getting Rs. 3,000, so many officers in this poor country, and you want to make it a commercial concern! I fail to understand why any particular community should fight for jobs. Here are the jobs provided only for one community. If there is an Indian, he is an exception. Therefore, my position is that this Railway Board deserves condemnation, this Railway Board should be superseded, and must come under the control of people elected by this House. It is not at all a commercial concern. It is a British family concern and only British interests are safeguarded here and protected and no other.

**Sir Abdul Halim Ghuznavi** (Dacca *cum* Mymensingh: Muhammadan Rural): Mr. Chairman, before I make a few observations on this cut motion, may I extend my warm congratulations to the Honourable the Communications Member. . . .

**Mr. Chairman** (Mr. S. Satyamurti): That is wholly irrelevant to the cut motion.

**Sir Abdul Halim Ghuznavi**: I shall finish it in two words.

**Mr. Chairman** (Mr. S. Satyamurti): No, you must not go on in that strain.

**Sir Abdul Halim Ghuznavi**: My Honourable friend, Mr. Satyamurti, in the course of the debate this afternoon took us to task for not following him in the lobby on Monday last. In the lobby also some of my Congress friends told us that we acted as toadies in that matter.

**Mr. M. S. Aney** (Berar: Non-Muhammadan Rural): On a point of order, Sir. Is the Honourable Member in order in criticising the observations of the Honourable gentleman who happens to be in the Chair at present, while he is in the Chair?

**Sir Abdul Halim Ghuznavi**: I have made no criticism about him at all, I only mentioned the statement he had made on the floor of the House when the Honourable Member was not here.

**Mr. Chairman** (Mr. S. Satyamurti): The Honourable Member will go on.

**Sir Abdul Halim Ghuznavi**: If we had supported that motion that day, that censure would not have been against the Government, but against this very Honourable House and the Railway Standing Finance Committee. The policy has been laid down by this House—it is the convention of 1924 which they have been carrying out. Then came the lean years when this House asked Sir Raghavendra Rau to make a report. That report

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was made. Then the Standing Finance Committee have full control over the finances of the railways. We pass them in the Standing Finance Committee and then they are brought before the House.

**Mr. Chairman** (Mr. S. Satyamurti): Order, order. This is wholly irrelevant to the cut motion under discussion. The Chair would request Sir Abdul Halim Ghuznavi to confine himself to the motion under discussion.

**Sir Abdul Halim Ghuznavi**: That is why we did not support him. The aim of the Muslim League Party is to support Government when we can and oppose it when we must.

**Mr. Chairman** (Mr. S. Satyamurti): Order, order. The Honourable Member must speak to the motion. This is not a general debate on the Muslim League Party's attitude.

**Sir Abdul Halim Ghuznavi**: We are very grateful to the Honourable the Communications Member for appointing an Indian on the Railway Board and an Indian Agent in a State Railway. As my Leader said, may I appeal to him to leave a note so that his successor may take it into consideration, that when vacancy occurs in the future in any of these ranks a Muslim should be appointed. In this connection, may I say what Sir George Rainy said in 1931 regarding the Muslim appointments?

**Mr. Chairman** (Mr. S. Satyamurti): Order, order. The House had a full discussion and voting on the representation of Muslims in the railway services. The present cut motion is with regard to detailed administration and policy of the Railway Board. The House cannot be asked to discuss the same thing over again.

**Sir Abdul Halim Ghuznavi**: This is the policy. The policy of the Railway Board—they do not appoint Muslims. . .

**Mr. Chairman** (Mr. S. Satyamurti): That has been discussed already and voted upon.

**Sir Abdul Halim Ghuznavi**: Do you mean to say that we cannot discuss it again?

**Mr. Chairman** (Mr. S. Satyamurti): No.

**Sir Abdul Halim Ghuznavi**: If you rule it out, then I shall not discuss it.

**Mr. Chairman** (Mr. S. Satyamurti): The Chair rules it out.

**Sir Abdul Halim Ghuznavi**: Very well. Now, Sir, I am very much distressed over these frequent Railway accidents. I have received some anonymous letters. I have scrutinised them and I am going to read a few lines from two of these letters which give some plausible explanation as regards the Hazaribagh accident. I will not mention the names given in the letters, but I want the Honourable the Communications

Member, to whom I am going to send copies of both the letters, to investigate and find out if what they say is correct. In one letter they say :

“At the Bihta enquiry did Sir John Thom find no candour and courtesy of the officials of the E. I. Railway?”

Are those same officials carrying on the administration of the E. I. Railway. . . .”  
(I will not read any more)!

“Why did they not report the fire by an accident report as required by rules? Was there any fire left in the engine fire box when the Senior Government Inspector arrived on the spot? Was the engine fire box fire strewn on the track? Was the accident due to a defective tender of the engine? What experience did the driver have of driving mail and express trains?”

This is the first letter. The second letter says :

“It is likely that a bearing box ran hot and to an excessive heat. When this happens the journal gets red hot, sets the packing waste on fire and eventually breaks off through overheat, this causes the axle and wheel to become unsupported on the broken side and the axle instead of revolving at right angles to the train tends to swing round parallel with the train from the supported end thereby tearing up the permanent way derailing and capsizing the coach and derailing and capsizing all coaches that follow over the breach.”

Then this is the statement that is made :

“The Works Manager, one Mr. Hemmings, was only a chauffeur in England but through the good will of Mr. Trimming, the Chief Mechanical Engineer, was promoted to Works Manager. Now, I ask you in the name of conscience what he could understand of a locomotive and why he above all has been selected to submit a report on a locomotive connected with an accident. Do you think the public would feel safe travelling if they were to know this? Furthermore, this gentleman, if he may be called so, stinks to such a degree of his own importance that he is not prepared to entertain the views of his subordinates, the results of which in time will inevitably prove fatal to several of those who choose to travel by the E. I. R. Take Mr. Trimming himself, about five years ago his qualifications were questioned, after which I understand he went to England to qualify. It would be interesting indeed to know how he obtained his qualifications if he now possesses any.

His Mechanical Adviser is Mr. Reginald Oakley brought up in Lucknow and trained in the locomotive workshops under his father who specialised in making and selling commodes. He has made himself well conversant with railway rules and is therefore indispensable as far as Mr. Trimming is concerned, hence the reason for his rapid rise.”

Sir, I will not read any more. Justice Thom's report made it perfectly clear that two or three officers were absolutely unfit for their job. They were condemned and found guilty. May I ask what step has been taken so far? We want to know whether the Chief Mechanical Engineer, Mr. Trimming and three other engineers have submitted any explanation to the Railway Board? Are the Railway Board satisfied with the explanation, and will they lay that explanation before this House so that we may judge whether it is satisfactory or not? If they have not submitted any report, why is it that no action has been taken against them up to now? Again, the officer in charge of the Control at Dinapur was found guilty of negligence and after considerable difficulty the Railway was persuaded to prosecute him. The Magistrate found him guilty and the sentence was only a fine of Rs. 500. The accused has preferred an appeal against this fine but the Railway has not put in a counter appeal for enhancement of the sentence. Justice Thom made several recommendations and in the September Session we were told that action would be taken on them and so we made no further inquiries at that time so far as that report was concerned. Now, up to now we have not been provided with any document to show

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what action has been taken, except that further inquiry is going on. That is only with regard to the XB engines. But what about the officers and men who have been found inefficient and incompetent and who have been found by the Chief Justice of the Allahabad High Court guilty of gross negligence of their duties. Even if the story of sabotage is believed, then why is it that it is confined to the East Indian Railway? The reasons are given in the anonymous letters. I am not going to read them but I shall send them to the Communications Member. To me, that appears to be the correct version of the story.

Then, Sir, the Railway Board find it difficult to get all these railways in India to co-ordinate. The members of the Railway Board are here in Delhi and Simla. As my friend, Sir Ziauddin Ahmad, said, the future Railway Board will have seven directors. But the present Board have five directors with one shareholder, that is the Government of India, with a chairman of the Board of Directors. The only co-ordination we find is that the Railway Board hold a Railwaymen's Conference every year and the Agents, who are now called General Managers, come up to Kalka in grand saloons and go up to Simla. Two Agents have told me that it is all bunkum. They said that one of them is elected Chairman of the conference. The Chairman has to make some sort of speech and he makes a speech. They all go there and listen to the speech and then they laugh in their sleeves. Then they all go back travelling in their grand saloons which take up all the space in Kalka station. There ends the duty of the Railway Board in controlling and co-ordinating the whole system of railways. The Railway Board say to a General Manager, 'don't do this and don't do that, otherwise we shall be in trouble in the Assembly'. They say: 'We shall go on in our own way'. Now, my friend, Mr. Santhanam, is a great critic of the finances of the railways. We are very grateful to him. Mr. Staig is another critic. He will never do anything without getting our sanction. Another valuable critic is Mr. James. Mr. James and Mr. Santhanam are very helpful to us. They study everything carefully and give us good help. Now, what the General Managers do is this. If they really want one crore, they ask for two crores. They know that if they want only one crore, it may be cut down to half. And the Board say: 'We cannot give two crores. We will give only one crore.' Then they say: 'Well, we will carry on somehow.' This is what happens now. As a matter of fact they need only one but asked for two.

**Mr. Chairman** (Mr. S. Satyamurti): The Honourable Member's time is up.

**Mr. Govind V. Deshmukh** (Nagpur Division: Non-Muhammadan): Sir, I endorse every word that has been said by the Mover of the motion and the previous speakers. They referred to Indianisation, railway freight, the manufacture of locomotives and other matters. Instead of adding more details to what they have said, I will strengthen what they have said by dealing with certain arguments advanced to meet some of our contentions. The great argument that is advanced from the other side is that the railways are run as a commercial concern. It is a standing argument used against us every time. They gratuitously assume that we do not want the railways to be run as a commercial concern and they think that we want to send it to rack and ruins when we ask them to adopt our suggestions.

Mr. D'Souza said that the railways cannot reduce the rates and freights because there are other means of transportation which have made inroads on their traffic. Now, they ought to take it as earnestness on our part that we do desire that this concern should be run as a commercial concern when we have as a matter of fact, in order to strengthen their hands and to increase their revenue, passed the Motor Vehicles Act. Then, they should also understand that we desire to run this concern as a commercial concern and increase the revenue of these railways because our destinies are bound up with the prosperity of this concern, because the more profit you make, the more revenue you make, the provinces are able to get more, which means that every province can, in a way, benefit the agriculturist and the industrialist and introduce other reforms which go to strengthen the nation-building purposes. Having said this that we ourselves are interested in having this concern run as a commercial concern, which means a profitable concern, it stands to reason that all unnecessary expenditure should be cut and I cannot really understand, whenever we advance an argument that there should be a cut in salaries or any other arguments, how they can say that it is not possible for them to make a cut. I might refer to the statement made by Colonel Sir Henry Gidney. He said that the cost of living has now gone down by 47.15 per cent. and the salaries of non-Indians could be reduced to that extent. I heard the Honourable the Railway Member say that the salaries were cut down by 30 per cent., so that there is certainly a margin for 17.15 per cent. Now, Sir Henry Gidney is a person who will take into consideration while making the statement referred to the standard of living in which this particular community of non-Indians is living and is expected to live when he himself follows that standard of living and is so familiar with it, and I cannot understand why, in the interests of economy and in the interests of running this concern as a commercial concern, this much reduction cannot be made as proposed in the cut motion that we have been advancing. A grievance was made yesterday by the Railway Member why have they been singled out, why the services on the Railways have been particularly singled out for cuts in salaries? I may remind him his Department is not particularly singled out for proposing cuts. This is part of the general policy. We are advocating the Indianization of all services. You may have heard that we want the army to be Indianized, and we want other services to be Indianized, so there should be no grievance on your part, and there should be no feeling on the part of the services belonging to this Department that they alone are singled out.

Now, Sir, it was suggested that they are interested as much in the agriculture and industries as we are, but there is no evidence of that. May I point out that although agriculturists are in every province in very distressed circumstances and the distress is getting acuter and acuter every year for the last six or seven years, yet nothing has been done. For instance, coming as I do from the cotton-growing districts we say that freights should be reduced, and it is said that this cannot be done. Now, there were no particular arguments advanced why this cannot be done. Every little relief is welcome. I had asked the Government for an export subsidy for this cotton. It is true that that does not concern this particular Department, but certainly, when there was a strong demand for this reduction of the freight also, it was not really in the interests of the agriculturist to refuse it. I, therefore, submit, that this

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concern is neither run in the interests of commerce nor as a commercial concern. We propose cuts and prove to you by reference to Sir Henry Gidney's statement that there is scope for cuts, but you do not make cuts and I have also shown that you do not do anything to encourage the relief of distress of the agriculturist, as my friend, Mr. Bajoria, yesterday pointed out. Surely, you could reduce freight in respect of what he wanted. In the same way, my friend, Mr. Sham Lal, pointed out that the rates could have been and should have been reduced in the case of fodder. You are doing nothing by way of reduction of freights, and, therefore, certainly we do not think that you are sincere when you are saying that you are helping the agriculturist. This is so far as the argument of economy is concerned.

(At this stage, the Honourable Member sat down but again got up.)

**Mr. Chairman** (Mr. S. Satyamurti): The Honourable Member must make up his mind. He cannot sit down and then stand up. If he wants to sit down, let him do that by all means, but do not sit down and then get up.

**Mr. Govind V. Deshmukh:** I thought you had said.....

**Mr. Chairman** (Mr. S. Satyamurti): The Chair said nothing.

**Mr. Govind V. Deshmukh:** Surely, this Department does not encourage economy; and, Sir, it is not merely from the point of view of economy or making profits that you ought to look at this subject. For instance, you do not look at the railway question merely from the point of view of making money. For instance, you have the strategic Railways. Similarly, you must look at the Railways from all points of view. You should do something by way of the promotion of agriculture and industries also. In the case of nascent industries you must help by low freights the inland export from province to province in the matter of raw products. Well, I have only one more appeal to make. The point was made just now that the Railway Unions are not recognized by the railways. I do hope that this argument that it is not in the interest of economy or a commercial concern will not be advanced in the matter of recognition of Railway Unions. As a matter of fact Unions are recognized in commercial concerns.

**Honourable Members:** The question may now be put.

**The Honourable Sir Thomas Stewart:** Sir, this is perhaps the most difficult debate of this Session to which I have had to reply, the reason being that it is in the nature of a warmed-up meal or rather a warmed-up mixture of several meals. So far as I could make out, there was quite a number of subjects mentioned in the course of the debate which have already been the subject of a cut motion and I do not feel I ought to be called upon to.....

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) resumed the Chair.]

I was saying, Sir, that the debate that has just taken place has been very much like the serving up of various portions of the debates in which we have taken part in the last week. I have on various occasions made replies to practically every point which has been made this afternoon and in order adequately to reply now, I would require to edit the speeches which I have made from the time of the adjournment motion on the Hazaribagh disaster. I do not feel that I need say anything more. My replies have been given and I claim that they were adequate replies. For that reason, I resist this motion.

**Mr. President** (The Honourable Sir Abdur Rahim): The question is:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

The motion was adopted.

**Mr. President** (The Honourable Sir Abdur Rahim): That concludes the motions which the Muslim League Party wanted to discuss.

**Dr. Sir Ziauddin Ahmad**: Sir, I gave notice of another cut motion.

**Mr. President** (The Honourable Sir Abdur Rahim): But there cannot be any debate on that motion at this late hour.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 23rd February, 1939.